

CAR CRAFT

ND

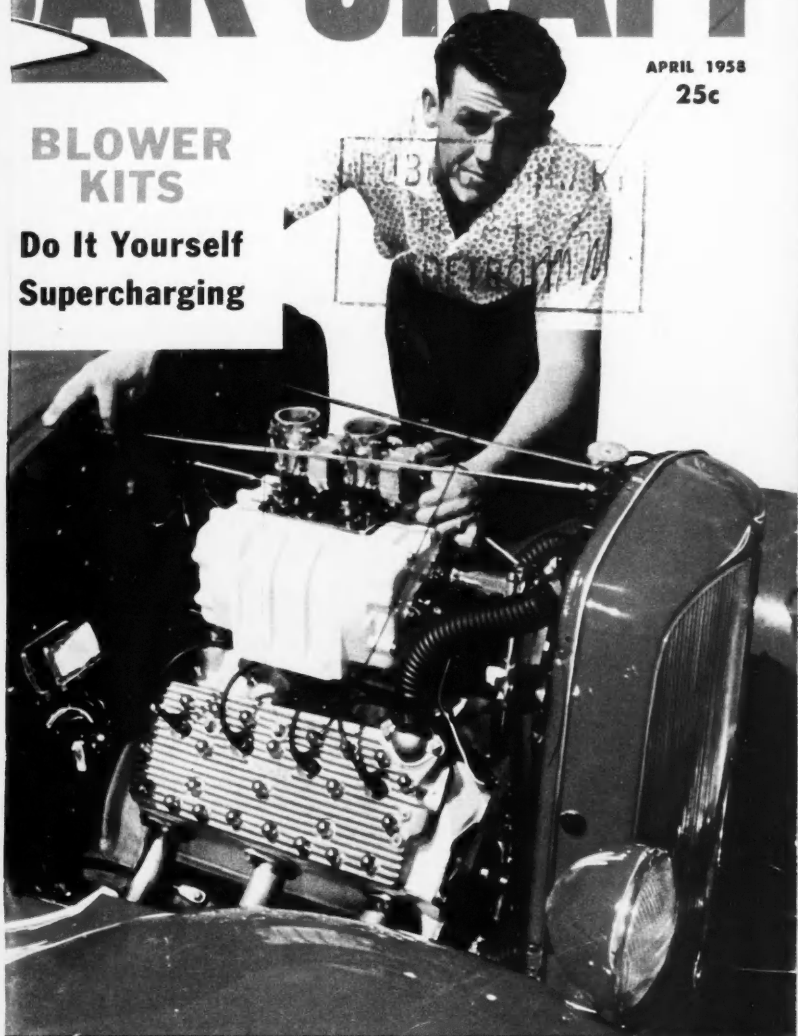
TECHNOLOGY DEPT.

APRIL 1958

25c

BLOWER KITS

Do It Yourself
Supercharging



NATIONAL CHAMPIONSHIP $\frac{1}{4}$ Midget cars—Results
"SHARK-FIN" Taillight for All Models

LOOK FOR IT AT YOUR NEWSSTAND!

Motor Trend's
**HANDY
CAR
HINTS**

with
hundreds
of new gimmicks
and gadget ideas
for your car!

featuring new tips on:

CAR CARE

**TROUBLE
SHOOTING**

**DRIVING
PERFORMANCE**

**CARBURETOR
TUNING**

**BETTER GAS
ECONOMY**

**MORE TIRE
MILEAGE**



A trouble-shooter par excellence—filled with fresh, practical answers to universal automotive problems. Designed to aid the everyday driver, it covers such points as utilization of car space, hot and cold weather driving, gas and oil, tires and tubes, lights and sight, the engine, the body—inside and outside, safety driving, family driving—with emphasis on comfort and conveniences like pet carriers, etc., garage and driveway accessories and storage tips, and highway driving. Plus hundreds of new gimmicks and gadget ideas for your car. It's a book you'll want to keep in the glove compartment—and use—at all times.

ONLY **75c** AT YOUR NEWSSTAND!

Or send 85c (to cover postage, handling, etc.) to:

TREND BOOKS
5959 Hollywood Blvd.
Los Angeles 28, Calif.

ND

ctical
d the
pace,
ights
ving,
like
tips,
dget
glove

WO

U



20 x 1

B
142

BE



2 HP

\$4

78 N
APRIL,

WORLD'S EASIEST CUSTOMIZING . . . NEW FROM DETROIT!

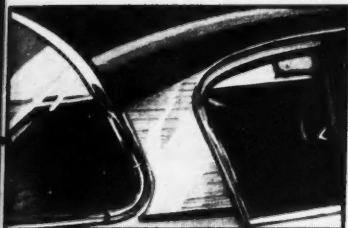
FLUTED QUIKCHROME

USE FOR GRAVEL GUARDS • CHROME PANELS • STRIPS, ETC.

• CUTS WITH SCISSORS TO ANY SHAPE

• SELF ADHESIVE—NO CLIPS—STICKS ANYWHERE

• FLEXIBLE—FITS ANY CURVE



THIS IS IT!



BEFORE QUIKCHROME

Heavy laminated metallized mylar plastic

BEAUTIFUL • PERMANENT • MODERN • EASY!

20 x 13" SHEET POSTPAID **ONLY \$2.95**

Gold diamond pattern as on recent super stocks
also available—same size . . . \$3.95 per sheet.

Order with check (no C.O.D.'s) from

BAYARD KURTH COMPANY

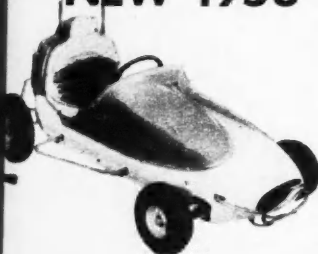
1425 SPRINGWELLS AVE. • DETROIT 9, MICHIGAN

"BE A HEAP BIG WINNER IN A HEP LITTLE CHEROKEE"

Designed for those who accept nothing less than
the ultimate in styling and performance.

NEW 1958

CHEROKEE



2 HP 7.4 Cubic Inch Continental Engine.

Quick Change Rear Driver Wheel.

Finance Plan Available.

\$495.00 Complete Car, F.O.B. Azusa,
California, with Full Guarantee.

- Steel Channel Boxed Frame.
- Adjustable Torsion Bar Suspension.
- Adjustable Friction Type Shock Absorbers.
- Throttle Pedal with Adjustable Position.
- Engineered to Meet Association Specifications.
- Quick Removable Tail Section (for gas or inspection).
- Two-Tone Paint with Deluxe Pin Stripping.
- Deluxe Custom Pleated Naugahyde Upholstery.
- Designed with Dad in mind too, Up to 6 Ft. 200 Lb. Adult.
- Available in Kits.
- Weight — 160 Lbs.
- Proven Maneuverability with 42 inch wheelbase.

Mfd. by ALMOND AUTOMATIC EQUIPMENT COMPANY

78 NORTH GEORGIA AVENUE, AZUSA, CALIF. • Ph. ED 4-5510—ED 4-6018

CAR CRAFT

The "Show-How" Magazine

Vol. 5

Published Monthly

No. 12

publisher
Robert E. Petersen
editorial director
Wally Parks
editor
Dick Day
managing editor
Bob Pendergast
associate editor
Don Evans

advertising director
A. M. Benedict
advertising manager
Bill King

art director
Al Isaacs

assistant art director
Art Smith

production
Yvonne Hull
Marie Donnell

ad production
Bob Young

circulation
Gordon Behn

photographers
Bob D'Olivo
Eric Rickman
Al Paley
Colin Creitz

contributors
Bob Hardee
George Barris
Neil Emery
George Cerny
Joe Ballou
Dick Collier

features

- 14 "T" FOR TWO Twice-Built Tourer
- 18 BLOWER KITS Do-It-Yourself
- 26 MASTERPIECE IN MODERATION Restrained Refinement
- 28 QUARTER MIDGETS National Championship
- 34 RESTYLING THE '52-'54 FORD by Teigo's Custom Shop
- 38 EXOTIC MIXTURE Mercury Masquerade
- 48 PERSONALIZED TRANSPORTATION Did-It-Himself
- 50 GRAB BAG Hood Restyling
- 56 ACCESSORY OF THE MONTH Satel-Lite

how-to-do-its

- 42 TORCH TIPS Shark-Fin Taillights

departments

- 6 SHOPPING AROUND New Products
- 10 LETTERS From the Readers
- 58 WHAT'S YOUR PROBLEM by Bob Pendergast
- 64 CUSTOM QUERIES by George Cerny
- 66 COMING ATTRACTIONS Betty Malt

The 3-71 GMC blower installation on Dave Archer's immaculate '52 Ford street-drag machine sets the tone for this edition's technical coverage on supercharging, beginning on page 18. A complete feature on Dave's blown flathead Merc-powered cutie is scheduled for a soon-forthcoming issue.

Anschochrome by Al Palocz

Car Craft, U. S. Copyright 1958 by Petersen Publishing Co., 5959 Hollywood Blvd., Los Angeles 28, Calif. Second-class mail privileges authorized at Los Angeles, Calif. Subscription Rates: U. S., Possessions, Canada—1 year \$3, 2 years \$5. 25¢ per copy. Overseas—1 year \$4, 2 years \$7. Give 3 weeks notice for address change. ADVERTISING: Petersen Publishing Co., 5959 Hollywood Blvd., L. A. 28, Calif. — 17 E. 48th St., N. Y. 17, N. Y.—524 Book Bldg., Detroit 26, Michigan.

CAR CRAFT

Subscription Department

5959 Hollywood Boulevard • Los Angeles 28, Calif.

Please enter my name as a monthly Car Craft subscriber for:

☐ One year \$3.00

☐ Two years \$5.00

Name _____

Address _____

City _____ Zone _____ State _____

SPECIAL OFFER to readers of CAR CRAFT MAGAZINE

EXAMINE FREE!

First book to tell you everything you need to know to build and operate your own hop-up... enjoy thrills galore!

HOT ROD IT- and Run for Fun!

By Fred Horsley

This complete basic book explains hot rodding down to the last bolt-on and drag race. It gives costs... describes equipment... introduces you to famous hot-rodders... presents in detail the record-breaking machines... covers all the elements of racing and souping up motors to deliver super GO power with safety.

NO GOOK WAGONS OR FREAK BOATS HERE!

The entire subject is presented so clearly that even a newcomer to the sport can swap the "lingo" with fans like an expert in no time. Page after page is packed with ingenious "tricks of the trade" valuable to veterans and beginners alike. In short, here's how to get better mileage, faster pick-up, stronger breaking... the hot rod of your dreams. Mail the coupon to see this book for 10 days without cost or obligation.

15 FACT-PACKED HOW-TO CHAPTERS

Photographs · Diagrams
Full Instructions

SHOPPING FOR
A HOP-UP

THE FOUR
BASIC RODS

HOW TO MAKE
IT HOT

SOUPING THE
ENGINE

MODIFYING
CHASSIS
AND BODY

TWO-IN-ONE
ROADSTER

THE DRAGSTER

THE LAKESTER

THE STREAMLINER

LET'S GO
HOT RODDING

THE HOT ROD
STORY

PLUS "The Show
Car," "What to Do
with Your Rod,"
"Men Raised on
Rods," and "How
to Start Your Own
Club."

MAIL TODAY!

PRENTICE-HALL, INC., Dept. 5140-E1
Englewood Cliffs, N. J.

Please send me HOT ROD IT-AND RUN FOR FUN to examine FREE for 10 days. In that time I'll either return the book and owe nothing, or send \$3.95, plus postage, in full payment.

Name

Address

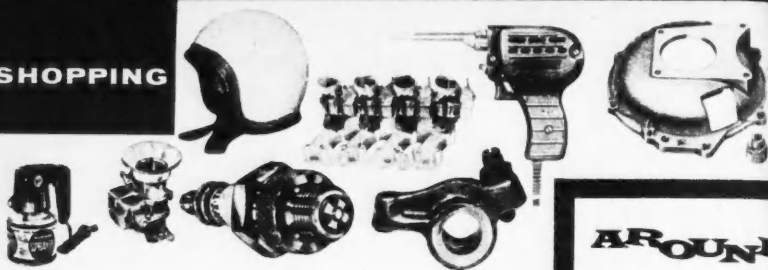
City

Zone

State

SAVE: If you send \$3.95 now, we'll pay postage. Return and refund privilege guaranteed.

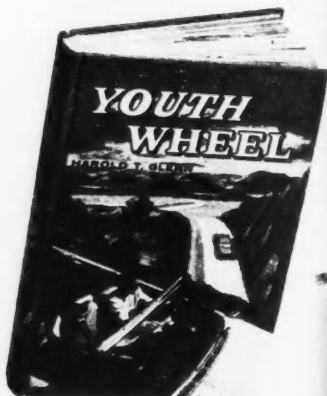
SHOPPING



YOUTH AT THE WHEEL

An excellent, well written book covering many facets of the automotive field. Just the thing for anyone learning to drive or who wishes to improve their driving.

Discusses professional techniques. Gives ideas for car care and answers many technical questions. This book is being used as a text book in many driver education classes. Great for car clubs as a reference. Price: \$3.60. Write: Chas. A. Bennett Co., Inc., 237-cc No. Monroe St., Peoria, Illinois.



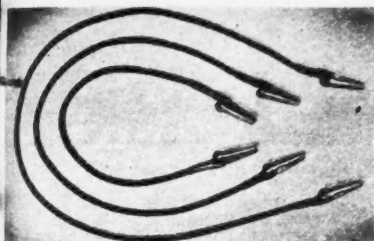
OIL FILTER ADAPTOR

Just the thing for those difficult engine swaps. Relocates all Chrysler, Dodge and DeSoto oil filters. Positions filter in easily accessible location alongside engine. Aluminum casting with "O" ring seals. For price and information write: Speed Products, 2538-cc E. 115th Place, Los Angeles, Calif. Dealer inquiries invited.

LIFTER CONVERSION KIT

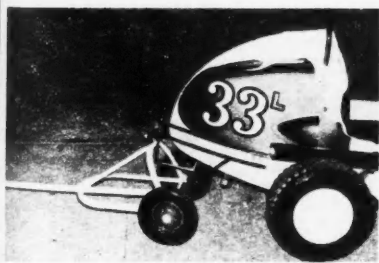
Thomas hydraulic lifter conversion fits Buick, Cad, Chrysler, DeSoto, Dodge and Olds. Specify year. Complete kit includes pushrods. Lifters only, available for Chevy and Lincoln as well as Cad flatheads. Avoid sticking, valve float and lifter noise. Gain full rpm's and power. Write Thomas Automotive Co., 8816-cc So. Crocker St., Los Angeles, Calif.





3-UNIT TEST LEAD KIT

A new 3-unit test lead kit has been designed to simplify and speed electrical testing. Kit consists of 3 handy leads in 12", 18" and 24" lengths. Permits "jumping" any part of the electrical system quickly and easily, reducing time in trying to find hidden trouble. Alligator clips are color coded for easy identification. Price \$1.95. Available at most Auto Supply stores. Write: Auto-Test Inc., 600-cc So. Michigan Ave., Chicago 5, Illinois.



EASY LIFT PIT-STAND

This Easy Lift pit-stand is designed to make the Q.M. sport more enjoyable. Makes a back-breaking job easy. Ideal for warm-up and tune-up. Simplifies starting — maneuvering of cars. Features strong durable frame, positive-grip handles, swivel type hook and roll-easy heavy-duty bearing wheels. Price: \$15.95. Write: Easy Lift Co., 1110-cc N. Tyler Ave., El Monte, Calif.

CONTINUED

FREE CATALOG



260
VALUE-PACKED
PAGES*

SPEED, HOT ROD
AND CUSTOM
HEADQUARTERS

SAME DAY
SHIPMENT



**OVER 85,000 AUTO PARTS
AND ACCESSORIES IN STOCK**



**SAVE
UP TO
50%**

on all parts
for your
**CAR
HOT ROD
CUSTOM
CAR
STATION
WAGON
TRUCK**
all models

Get your **FREE** copy now... everything you need for your car, truck, custom styled car or hot rod. Save up to 50%; buying-by-mail from Whitney! Thousands of hard-to-find items for cars from 1920 to 1958. See newest Hollywood accessories not offered in stores; high speed and power parts, custom styling equipment...all at lowest prices! Guaranteed satisfaction or money back. Our 20th year. Write now.

RUSH COUPON

Please send 25c to help pay catalog mailing and handling costs. We will credit 25c on your first order for \$5 or more. Mail coupon.

J. C. WHITNEY & CO.
1917 C4 Archer Ave., Chicago 16, Ill.

MAIL THIS COUPON—TODAY!

J. C. WHITNEY & CO.

1917 C4 Archer Ave., Chicago 16, Ill.

Rush giant 1958 catalog of auto parts and accessories at sale prices. I enclose 25c to cover part of mailing and handling cost, which will be credited to me on my first \$5.00-or-more order.

NAME.....

ADDRESS.....

CITY.....

STATE.....

Offer good in U. S. A. only.

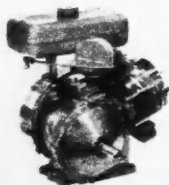
MAKE A "CONNIE" THE HEART OF YOUR RACER



There's no finer power source for Quarter-Midget Racers than Continental Red Seal, famous since 1902 for dependability and long

life. Red Seal heavy-duty air-cooled models are built to get up and go. Greater piston displacement provides power in excess of their rating, plus low-speed lugging ability to eliminate stalls. Exclusive Context external ignition system speeds and simplifies adjustment, and doubles life of points and plug.

FOR
DESCRIPTIVE BULLETIN
AND ADDRESS OF YOUR
DEALER, DROP A CARD
TO "MIDGETS," AT THE
ADDRESS SHOWN BELOW:

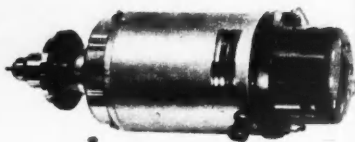


AU SERIES

Continental Motors Corporation

INDUSTRIAL AIR COOLED ENGINE DIVISION
1280 MERCEVAL AVE. DETROIT 15, MICH.

SHOPPING AROUND



DECORATIVE DECALS

Satellites, eagles, musical instruments, skulls, devils, dice and many other single and multi-colored striping decal designs are being offered by the Kem Company for application to the painted surfaces, windows and interiors of cars. The latest catalog and the name of your nearest dealer will be sent if you will send a stamped, self addressed envelope to the Kem Company, Room 1C, 1310-cc S. W. First Ave., Portland 1, Ore.



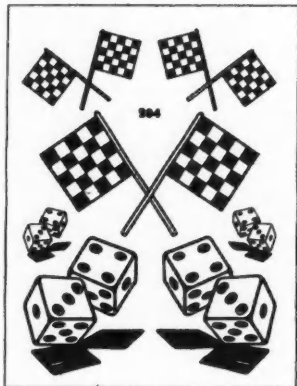
IGNITION ANALYZER KIT

This analyzer is claimed to detect inequality of spark intensity, a poor spark plug, defective plug wiring, breaker point bounce, an open condenser, and allow setting of dwell-time percentage for the points. Construction manual supplied has complete instructions plus diagrams for assembling. Use on cars, boats, aircraft engines, etc. Model pictured \$59.95. For details write: Heath Company, Benton Harbor-cc, Mich.

NEW CARBON-BRUSH MAGNETO HEAD

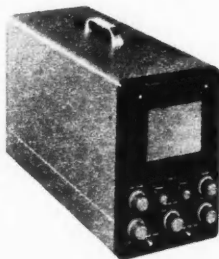
Incorporated in the new design distributor head and rotor of the Vertex Magneto is a coil-spring mounted brush that guarantees positive contact of the points and keeps the rotor perfectly centered. The new Vertex Magneto replaces the usual coil and battery-ignition system. Operates entirely independent of the battery. Guarantees positive firing at any engine speed, manufacturer says.

Write: Ronco Corp., Blue Bell, Pa.



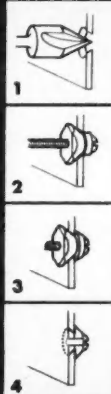
UNIVERSAL WHEEL COVER

A new universal 15-inch wheel cover featuring deep, 4-bar design and eye-catching, spun-buffed center. This new cover, #4B55P, is also available with a universal embossed center design. This cover incorporates exclusive no-slip, no-turn, no-squeak attachment rings and comes in gleaming triple plate chrome. Write: Namsco Inc., 333-cc 31st Ave., Bellwood, Ill.



DE-CHROME for \$6.49

DO-IT-YOURSELF using new mechanical Hole-Filling method. QUICK-EASY!



REPLACES METAL WITH METAL

1. Ream hole with 60° reamer.
 2. Insert Hal-Fil plug from outside.
 3. Tighten nut — twist off screw.
 4. Grind nut flush with body.
- Plugs to fit standard 1/8" or 7/16" holes. Drill odd sized holes to above sizes.

Prices: Complete Kit (Reamer, 50 plugs) \$6.49 ppd. Reamer only \$1.49; Extra plugs \$1.50 doz. \$1.00 deposit on COD orders. Michigan residents add 3% Sales Tax.

Order Direct

CUSTOMIZE WITH

KOI-fil

BRANDON AUTOMOTIVE INDUSTRIES
1517 NEW YORK AVE.
LANSING 6, MICH.

FREE!

\$3.98 MAGNO-ROD OIL PURIFIER...

YES! To introduce the terrific VALUES in our NEW 1958 CATALOG... we offer this nationally advertised \$3.98 MAGNO-ROD, FREE! Famous Magnesium Catalyst destroys harmful engine acids... users claim it DOUBLES engine life. Saves oil, gas, repairs! Hurry! Send only 25¢ to cover postage & handling (Credited on 1st order).



FREE! Biggest

SOUPING & CUSTOMIZING

CATALOG...



in Our History... Everything for POWER! MILEAGE! STYLE! SAVE to 50% on Top Brands of Power & Mileage Equip, Rodding & Racing Parts, Customizing Accessories, Etc.... FOR ALL CARS! Gives Souping Info! A Complete "HOW-TO" DIRECTORY—Yours FREE!

ALMQUIST Eng. Dept. CCC4
MILFORD, PA.

LETTERS

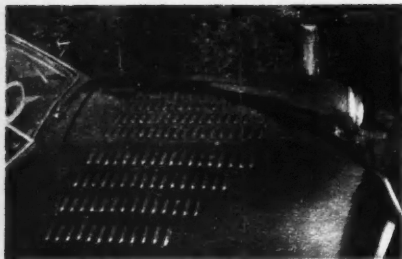
PUNCHED FORD

Dear Sir:

Your magazine is tops with the guys around here, keep up the good work. Enclosed are a few pictures of my car. It is a '49 Ford Tudor and is painted Burgundy.



The interior has custom side panels with radio speakers on both sides in the rear. It's been nosed and decked and a Pontiac grille replaces the original. Side trim is '57 Chevy used in conjunction with the stock trim. Plymouth bumpers protect it front and rear. The



rear end is dropped 2". The hood has been punched with 120 louvers, set in 8 rows. The future calls for a rolled and pleated interior, frenched headlights and taillights and a few changes to the engine, which is stock except for dual exhausts.

— Joe Caruso
Plainfield, N. J.

Looks great so far Joe, send us some more photos when you complete the other changes you have in mind.— Ed.

FLASHY FORD

Dear Sir:

I have been a reader of your mag for a long time, but as yet haven't seen anything



to closely compare with my '53 Ford sedan. It features a '56 Ford grille, '54 Ford taillights, dechromed hood and deck, hooded headlights, airscoops blended with a ridge extended the width of the hood. The rear fenders have been built 5" lower and extended 3" so that the dual exhaust outlets run through the fenders and under the '56 Chev bumper. It is now sporting a Pineridge Green paint job. The designing I did myself and the bodywork was performed by Al's Body Shop, all within a year. Keep up the good work on the magazine. It's great.

— Jim Kroll,
Painesville, Ohio.

We think your original designing and Al's smooth bodywork produced a fine looking Ford, Jim. — Ed.

DREAM COME TRUE

Dear Sir:

I have been a fan of yours ever since I was given a CAR CRAFT magazine a few years ago by my Dad. Since then I have always dreamed of owning a custom car. I'm



18 now and have bought my own '56 Ford Victoria, stick shift. It has '56 Merc station wagon taillights and a '56 Meteor grille. It is semi-nosed, has hand painted striping on dash, white bubble skirts and is lowered slightly in the rear. It is painted a diamond

hue and white. All the work and the striping was done by myself. I have plans to hop it up in the near future. I hope it rates a place in your fine magazine as I would appreciate seeing it in print very much.

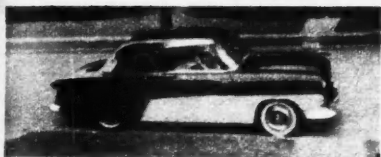
— Mike Petio Jr.
Parma, Ohio

It's always a pleasure to print the results of someone's efforts, Mike, especially when they turn out as nicely as yours.— Ed.

HE USED THE IDEAS

Dear Sir:

I am enclosing a couple of pictures of my '52 Ford. I received all the ideas for customizing it from your articles. I put the air-



scoops in the fenders by following your three page spread on how to make them. The idea for the '56 Olds taillights also came from one of your articles. I nosed and decked the car and frenched the taillights myself, with the help of CAR CRAFT.

— Pete Kunz
New Hyde Park, N.Y.

We feel as though we are accomplishing our purpose when we see some of our ideas that have actually been put to good use, Pete.— Ed.

FREE! 1958

HUGE 1958 AUTO PARTS BOOK

A DO IT
YOURSELF BOOK
— NOT JUST
A CATALOG



LATEST with the NEWEST in Auto Parts! SEE 1958 accessories NOW—power brakes, air conditioning, hi-fi . . . thousands of gas-savers, power boosters, "doll-up" items, unique accessories. Send 25c (refunded first order) to cover handling, postage.

**NEWHOUSE AUTOMOTIVE INDUSTRIES Dept. 859
5805 E. Beverly Blvd., Los Angeles 22, Calif.**



STRIPING

Send a stamped, self addressed envelope for latest catalog and name of nearest dealer. The Kem Co., Rm. C, 1310 SW First, Portland 1, Ore.

FINEST CLUB PLAQUES IN THE NATION

CUSTOM DESIGNED FOR YOUR CLUB!

- * Heavy, 3-B aluminum or brass castings.
- * Many stock designs for individual orders.
- * Complete service, polishing, painting, drilling, mounts.
- * Free literature.

SEND 50c TODAY

For complete catalog on Emblems, Jackets, Decals, Plaques, Novelties—including information on how to start your club and \$1.00 Credit Certificate and free Decal.

STYLIZED EMBLEM CO.
1072-C No. Wilton Pl., Hollywood 38, Calif.



**SOM-RAY SPUN ALUMINUM
WHEEL DISCS
HEAVY GAUGE**

For Draggin'
For the Street
New Low Price,
\$2.95 Each 14" 15" 16"
STATE TIRE SIZE



HONEST #49



**GIANT
CAR
DICE**

Red & White
Blue & White
Green & White
Black & White
\$1.25 pr. postpaid
HONEST #1

**FIESTA TYPE CHROME
WHEEL COVERS**

14" or 15"
For all cars - Replaces
original factory type.



**3 BAR
SPINNER**

Heavy
Construction.
Space for
Weights
Set of 4
\$27.95

HONEST #26

Set of 2 \$14.00

HONEST #27

(State size of Wheel)



PINSTRIPING

12 Separate Designs
Per Set

Colors: Red-Green-Blue-
Gold-White-Black

Each set of 12 Designs
only \$1.00 postpaid

HONEST #39

**AMAZING PLASTIC
FILLER TO REPAIR
AUTO BODY FOR
CUSTOMIZING-
DECHROMING
SPREADS LIKE BUTTER
FAST DRYING**



(Tube of Dryer with
each can - FREE)
Extra fast dryer use
with Regular -
Extra Ea. 60¢

1/2 pint 3/4 # & Dryer
\$1.60

HONEST #37

Quart 3 # & Dryer \$4.75
(Either Postpaid)

HONEST #38

CAR CALS

2 Satellites
2 Rockets
\$1.25 PP.

HONEST #42



4 DICE & 3
CHECKER-
ED FLAGS
\$1.25 PP.

HONEST #43



2 DEVIL
HEADS
\$1.25 PP.

HONEST #44



2 SKULLS
\$1.25 PP.

HONEST #47



2 WEBS
2 SPIDERS
Red or White
\$1.25 PP.

HONEST #48

**HONESTONE GLASS
PACKED MUFFLERS
or STEEL PACKED**



Singles for FORD-
CHEVY-MERC-CAD-
DODGE-PLY-LINC-
OLDS-PONTIAC-
STUDE

\$5.98 Each

HONEST #32

**DUAL MUFFLERS FOR
CARS ABOVE**

\$10.95 Pair

(Name car & year)

HONEST #33

**UP TO 17% POWER
(VOLUMETRIC) INCREASE
USE 2 2-BARREL CARBS
WHERE YOU NOW HAVE
ONLY ONE 4-BARREL
CARB. HONEST 4 TO 2 x
2 CONVERSION KIT**



HONEST #53

KIT COMPLETE, \$43.95
(Use your manifold.)
(Give engine model.)
CAN BE PURCHASED
SEPARATELY (See
below).



HONEST #54

Parts (separate)
No. 54-3314-2 x 4
Adapter (need one) \$9.57
No. 54-97-New R'built
Strom Carb (need
two) Each \$8.95
No. 54-DFB-Dual
Fuel Block Kit (give
engine Model (need
one) Each \$8.00
No. 54-CC300-Chrome
(Copper Mesh Filter)
Air Cleaner (need
two) Each \$2.93
No. 54-BB-1-Dual
Ball Bearing Linkage
(need one) Each \$3.25

**DELUXE CHROME
GENERATOR COVERS**



For all GM-Chrys
products
Ford Products
\$2.25 Postpaid

HONEST #23

**CHROME VOLTAGE
REGULATOR COVER**

Ford Prod. - GM Prod.

(Give year of car)



\$1.95 Postpaid

HONEST #24

**UNIVERSAL CHROME
BONNET TYPE AIR
CLEANER WITH SCREEN
FILTER**



For all 2-throat 2 1/2" Carbs

For all single throat
2-5/16" Carbs

\$1.50 Each Postpaid

HONEST #34

**HOLLYWOOD
WOLF WHISTLE**



Works on
Engine Vacuum

\$2.95 Postpaid

HONEST #15

**MAKE
WHITEWALLS
OUT OF
BLACKWALLS**

14"-15"-16"
Give Wheel
Size

BEST
QUALITY

\$5.95 Set of 4

HONEST #9



ORDER BY MAIL HONEST NEW ITEMS ORDER BY MAIL

HOT ROD FENDERS



Any size tires. Complete with universal mounting bracket. Primed—Ready to paint.

\$9.95 Pair
HONEST #46



PERSONALIZED
'55-'57 CHEVY VALVE COVERS. GLEAMING POLISHED ALUMINUM WITH YOUR INITIALS FREE.
HONEST #55 PR. \$16.95

SPEAKER KITS

Rear Seat. For any voltage. Switch comes already wired.

5" x 7"
Chrome—\$5.50

6" x 9"
Chrome \$6.50



Honest #40



UNIVERSAL ELECTRIC DOOR LATCH KIT—PUSH BUTTON OPERATION

\$12.75 KIT (Any Car)

HONEST #2



UNIVERSAL ELECTRIC TRUNK LATCH KIT

\$5.75 KIT (Any Car)

HONEST #3



MANUAL TRUNK LATCH KIT

(State Year & Model Car)
\$1.50 Postpaid
HONEST #4



EXHAUST CUT OUT DASH CONTROL

\$2.95 Postpaid

HONEST #5



CHROME VISORED HEADLIGHT RIMS
'57 Model Ford & Most Others From 1950 thru '57 (Say Which)

\$3.95 Pr. HONEST #10

NEW FIESTA TYPE CHROME WHEEL COVERS WITH CHECK BACKGROUND

14" or 15"

For all cars—Replaces original factory type.



3 BAR SPINNER
Heavy Construction. Spaces for Weights

Set of 4
\$27.95

HONEST #40

Set of 2 \$14.00

HONEST #41

(State size of Wheel)

BULL NOSE ORNAMENT



For 49-'52 Chevy 49-'53 Ford (State Model)
Postpaid \$1.95
HONEST #52



HEAT RESISTANT ENGINE ENAMEL
RED - BLUE - GREEN
1/4 Pint
\$1.00 Postpaid
HONEST #12

Send 25¢ for new 1958 Surprise Money Saver Catalog—then next issue FREE

SEND 25% DEPOSIT ON C.O.D.—SEND FULL AMOUNT ON ITEMS MARKED PREPAID

Name _____
Address _____
City _____ State _____

Quantity	Part No.	Description	Price

CENTRIFUGAL & VACUUM ADVANCE DUAL POINT DISTRIBUTOR FOR '55-'57 FORD

For use with Multi-Carburetion Hi-Compression Engines. Replaces stock distributor on '55-'57 Fords.

HONEST #56

Complete with Dual Points Each \$19.95

LOWERING BLOCKS FOR ALL CARS

With 2 Leaf Springs on Rear. Complete with U-Bolts.

Kit to Lower Rear Bumper 2"—\$3.95

Kit to Lower Rear 3" \$4.50

Kit to Lower Rear 4" \$4.95

State Year & Model Car

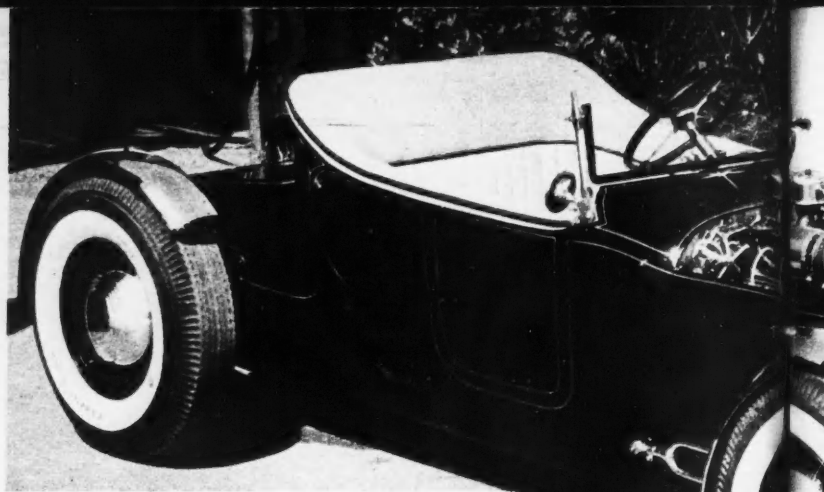


HONEST #51



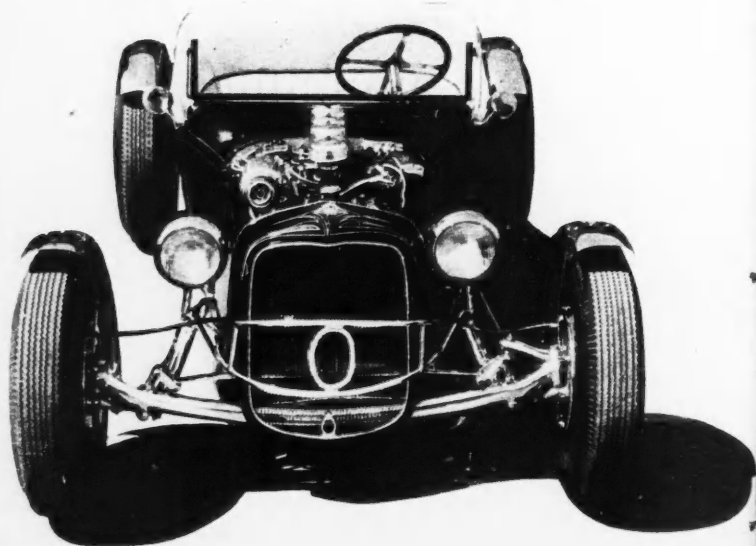
HONEST CHARLEY SPEED SHOP

Box CC1904
Chattanooga, Tenn.

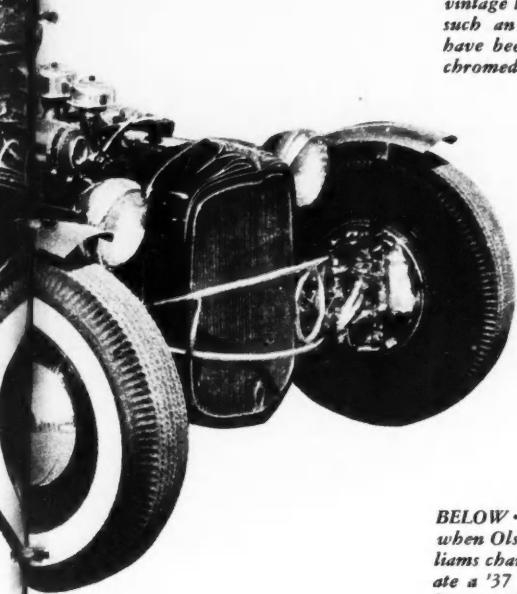


twice-built tourer becomes a

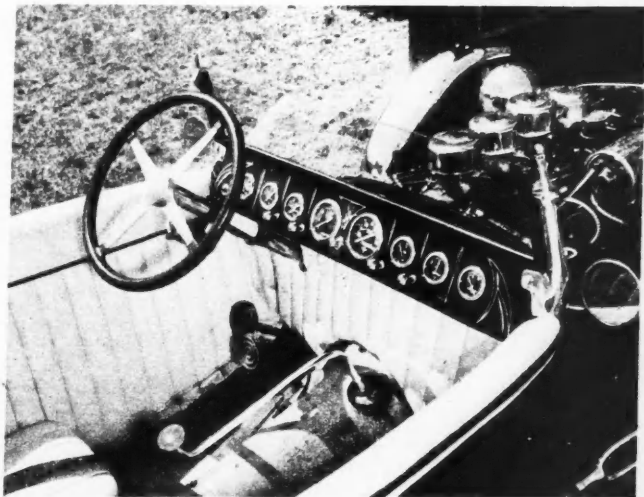
"T" for TWO



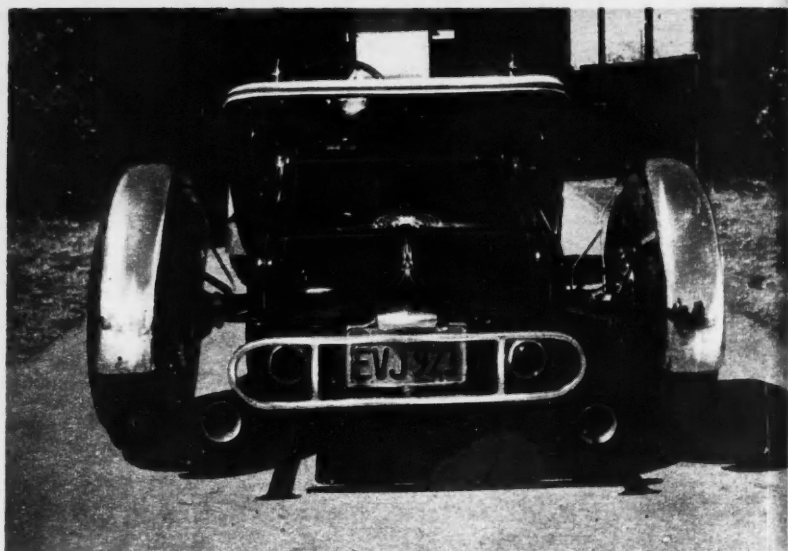
Purchased from its original builder, Wally Olson of Fresno, California, by Mr. and Mrs. William Scott of Winton, this '25 vintage Fordster was revamped by them to such an extent that it could be said to have been built-up twice. Addition of the chromed fenders was one external change.



BELOW • Cockpit and dash are basically as when Olson had car, but **LEFT** • The Williams changed front-end set-up to incorporate a '37 Ford Panel tubular axle located by specially built-up wishbones after style of "Kurtis-Kraft." Tube shocks were added.



Photos by George Barris

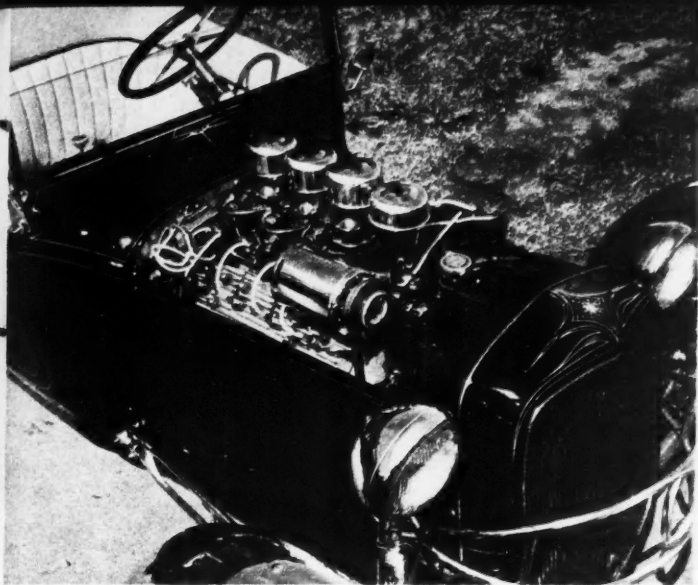


Rear view emphasizes sturdy fender brackets, Pontiac taillights. Symmetrical design of nerf bar frames license plate and blinkers. Bell-mouthed exhausts and pin striping are additional modifications made to the machine since the little "T" changed ownership.

"T" for TWO

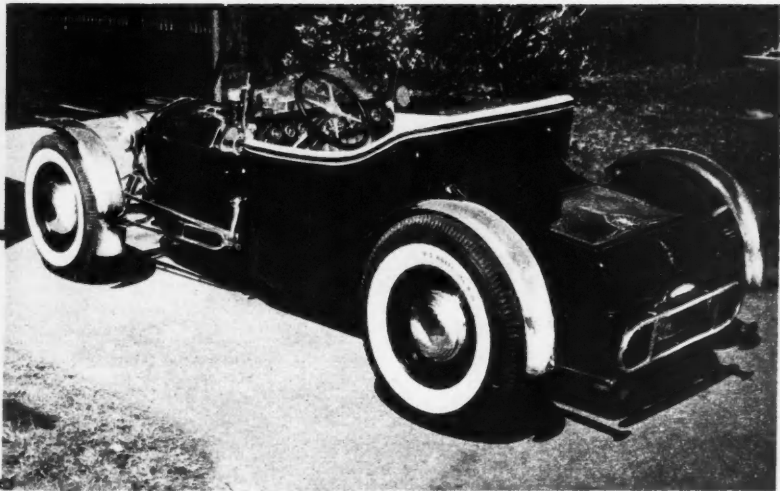
Interior of white naugahyde is done in wrap-around design for cradling effect when cornering. Contrasting welt is jet black. Seat belts were another addition performed under the Williams' regime. The fact that the doors are now inoperative matters not since terrific step job on '25 "T" frame lowered car to mere 2" ground clearance, thus making it a cinch to "step over."





Engine was another innovation Williams-inspired. Bored out .100" over stock, with a Weber Full Race cam, the ported and relieved '41 Mercury block is clothed in an Evans three-carburetor manifold and Offenbauser 8½ to 1 compression heads.

Purchased sans windshield, the roadster became more livable after Williams added the lower half of a stock "T" two-piece affair. Bodywork by Oakland's Duane Taylor was followed up by three coats of primer to prepare for the black lacquer finish.



BLOWER KITS

Do-It-Yourself Supercharging



by **CHUCK POTVIN** as told to **Bob Pendergast**

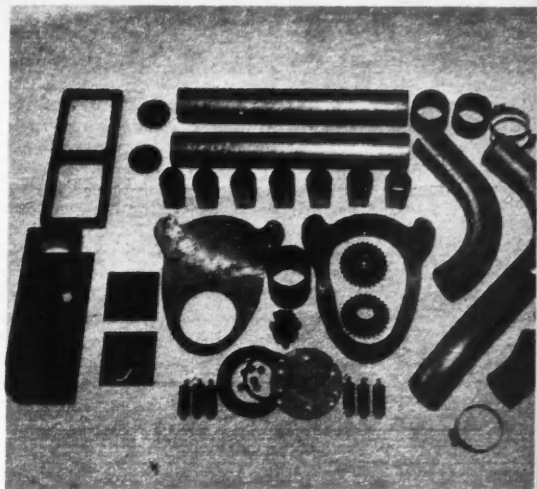
IT WAS ONCE COMMON to hear rodders remark that no one in a hot rod had ever "gone fast" with a blower. Why should this be? It's been common knowledge for many years that all the really important records in international competition were held by supercharged engines. What was the hot rodders' reason for avoiding a proven source of power? Primarily, it was cost—only the wealthy could afford the Alfa-Romeo, Mercedes-Benz, Bugatti, and other Italian, German and French makes having blowers as standard equipment. Even after being wrecked, these cars, and parts from them, including the blowers, brought premium prices; too premium for most rodders.

Typ
con
Ma
rise
#M
in
end
and
out
with
ject
con

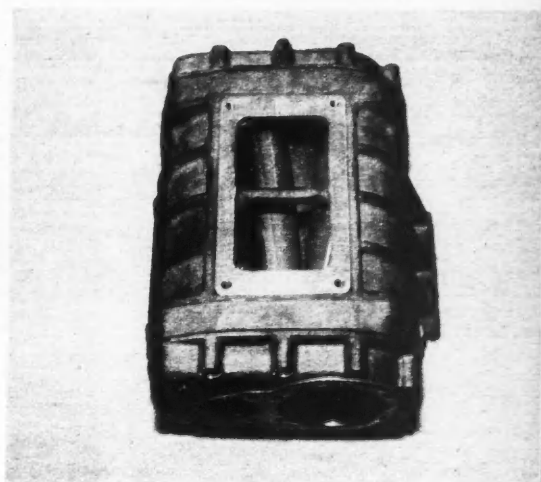
in't
blo
ro
3-7
ava
diti
ing
ly
par
to
goo
\$15

who
hap
any
mo
way
to l
ther

Typical Potvin Supercharger Kit contains, (reading clockwise): Manifold log tubes; manifold risers; blower outlet pipes; parts #MM-1 and #MM-2 explained in text; Potvin pop-off valve; end plates, formed sheet steel, and mounting flange for blower outlet manifold. Kits for use with carburetors instead of injection contain parts for the construction of extra manifold.



In'ake side of GMC 4-71 Diesel blower. End plate has been removed for bearing inspection. 3-71, 4-71 and 6-71 blowers are available used, but in good condition, for around \$100. Replacing all seals and bearings usually runs around \$50 total for parts and labor, so it is possible to wind up with a perfectly good blower with not over \$150 invested in the assembly.



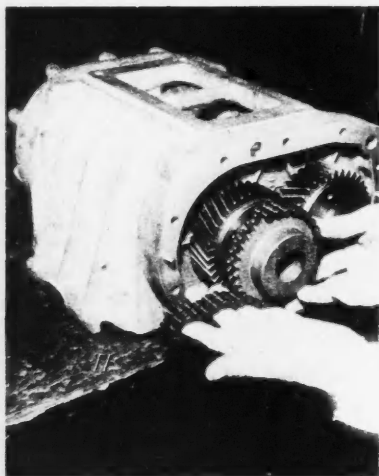
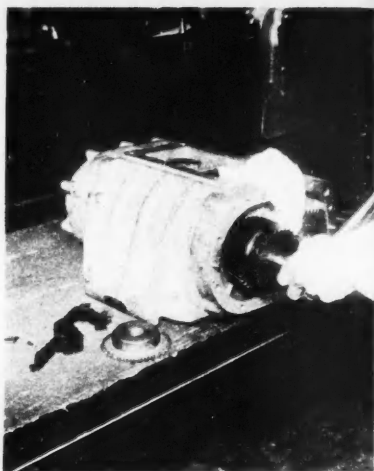
Photos by Eric Rickman

Yet today, it's becoming increasingly difficult to think of someone in rodding circles who has turned an impressive time *without* the use of some form of supercharging. What happened? Hot rodders, operating for the most part on a limited budget, are not in favor of *anything* just because it is supposed to make you "go fast". Speed alone is not enough — a modification has to be *cheap*, too — at least before it may acquire general acceptance as "the way to go". For blowers to achieve the wide-spread popularity they enjoy today, something had to happen to make them less expensive. Because I'm just as cheap as the next guy, I decided there must be a place in the speed equipment field for blowers — *at a price*. Thus the "Potvin

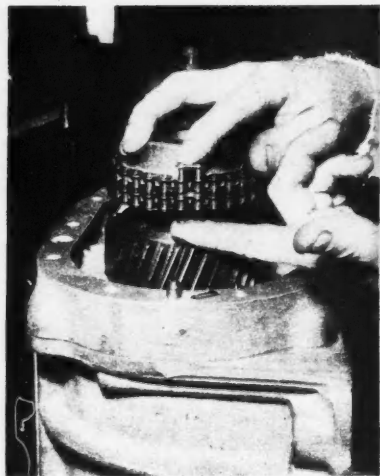
BLOWER KITS

Do-It-Yourself Blower Kit" was born. The idea was to provide the average hot rodder with the custom blower installation he wanted, but at the low price of a mass produced unit — the *only* price he could afford to pay. The only way to accomplish this seemingly impossible task was to let the hot rodder himself, as the customer, do as much of

Drive is transmitted from the engine to the blower through a chain coupling similar to those used in many power boats. One half of the coupler replaces the unit that is used on the blower's original installation, while the other takes the place of your engine's crank pulley. Installation of the blower half is shown in the picture.



The two halves of the coupler are joined by a short length of chain having exactly the same number of links as the sprockets have teeth. This double-row chain permits sufficient flexibility in the coupling to allow for slight mis-alignment, much as does a universal joint. Ends of the chain are joined by a conventional master link. Assembly detail is shown in next photo.



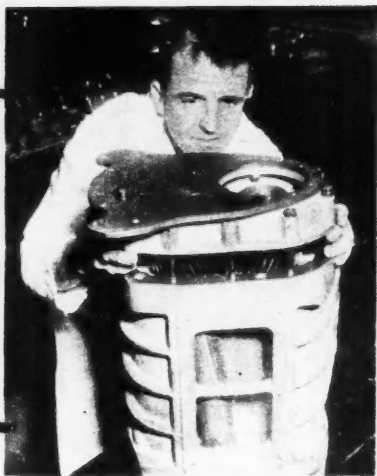
Master link is held in place by a keyed retainer. The index finger of right hand is inserting the master link, while left index finger positions retainer. Key may be seen resting on blower case alongside alignment stud. Since this chain is the only member rotating with both the blower and the crankshaft, disconnecting drive is easy when removal of supercharger is required.

the labor (the costliest part of making anything these days) *himself*. Much of the building operation on a blower installation of this type is simple assembly work the rodder would welcome doing himself in order to save the difference — a difference that would decide whether or not he could afford a supercharger at all, in most cases.

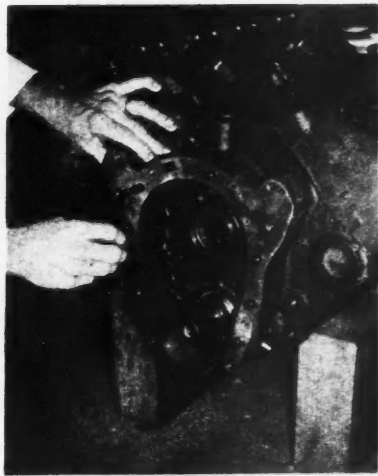
The second requirement of building a custom blower installation at a production price was standardizing on one basic type of blower. We selected the blower from the General Motors Series 71 Diesel engine because it has been the standard heavy duty equipment powerplant of the world for almost twenty years. Used extensively as both a marine and stationary engine by the armed forces during World War II, the high-pitched whine of the two-stroke 71 series Diesel has since then become the truck sound most often-heard on America's highways. This popularity in industry assures the hot rodder a choice selection

of these blowers from many sources — war surplus, truck wrecking yards, or for the "better-heeled" among us, these blowers may be purchased new, from any one of the hundreds of GMC truck sales and service depots throughout the U.S. Three sizes of the 71 Series engines have blowers of interest to rodders; the 3-71, 4-71 and 6-71. The number preceding the dash stands for how many cylinders the engine has, while the "71" means that each cylinder displaces 71 cubic inches. Selecting the correct one of these three size blowers for your engine is influenced by the intended type of usage, fuel to be used, and the displacement of the engine. If at all in doubt, consult Potvin Engineering regarding your specific requirements. We supply kits adapting all three of these blowers to all the popular OHV V8 engines available today.

The installation we show in detail via the accompanying sequence of photographs involves grafting a 4-71 blower onto a full-race



Part #MM-1 is surface-ground steel plate for mating blower to engine. Bolted to the blower housing from both sides, this plate also contains additional holes to accommodate bolts into its lower portion extending in through part #MM-2 from underneath the engine's oil pan. Rigidity of mounting is necessary due to blowers absorbing up to 100 horsepower at speed.



Counterpart of blower's part #MM-1 is engine's #MM-2, flame-cut to the same contour. Surface-ground to mate-up perfectly with the blower mounting, #MM-2 is fastened to the engine's block casting with Allen-head capscrews, so as to furnish a flush surface for the mounting. Resemblance of these two parts to Mickey Mouse silhouette originated part numbers.

BLOWER KITS

265 cubic inch Chevrolet V8 equipped with Hilborn Fuel Injection. As we go along, we'll suggest some alternative means of carburetion for those of you whose finances might force you into the uncomfortable position of having to choose between the blower or the injector, instead of getting both.

The first step is to simultaneously order your blower kit and at the same time ship your blower to Potvin Engineering. Modification of the blower's drive mechanism to work with your engine, via the kit, is included in the price of the kit itself. At the same time, your blower will be inspected and recommendations made as to what it needs in the way of service, if any, to make it perfect. If desired, the kit may be ordered complete with blower. This will include a rebuilt GM 6-71, 4-71 or 3-71.



Blower may be mounted on engine after #MM-1, #MM-2 and coupler are installed in their respective positions. Engine half of coupler is designed to replace crank pulley, makes use of same keyway and key. Key is inserted into keyway and blower slid into place. Lower bolts extending thru #MM-1 into #MM-2 are put in first, then remainder. Blower mounting is done.

Modifications to the blower drive train completed, the kit and the blower itself are shipped to you. Part #MM-1 may now be bolted into your engine in place of the timing chain gear cover. Part #MM-2 has already been bolted into place on the blower by Potvin technicians, so all that remains is the connecting-up of the chain coupler, as shown in the photos. With the coupler in place on the blower, the crankshaft key may be inserted into its keyway and the blower slipped into place. Bolting together #MM-1 and #MM-2 completes the installation of the blower itself.

You now have a large capacity, positive-displacement type fluid pump connected to the crankshaft of your engine. Horsepower output will not be improved, however, unless the air passing through this pump is directed into the engine after having been mixed with the proper quantities of the fuel to be used. This is where the "Do-It-Yourself" part

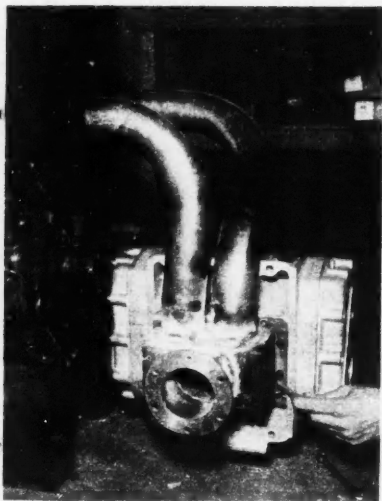


Next step in assembly of do-it-yourself kit is brazing-up of blower and engine manifold components furnished with kit. Following step-by-step instructions, job is easy for experienced torch hand. If facilities or technique are lacking, any reliable welding shop can take this on, with the probable tab running about \$60. During assembly, check alignment often.

comes in — should you be lacking the welding facilities necessary, your local muffler shop can come to your aid for a nominal fee. Construction of the intake manifolds for our specimen Chevrolet V8 differed from standard procedure in that the owner of the engine, Logan Goodknight, of Long Beach, California, wanted to experiment. His idea was to blow *through* a Hilborn Fuel injection system of the port type, mixing the fuel and air just before the mixture entered the heads. Some builders favor this type arrangement for drag racing, as it furnishes exact fuel metering in relation to engine speed and load along with excellent throttle response. This is supposed to insure smooth, controlled starts with a minimum of wheelspin. Potvin Engineering's own theories run the other way, however, so it will be interesting to see how engines so equipped perform. Personally, when running gasoline, I like to see the fuel mixed with the air before being passed through the blower,

and my standard kits are set up that way. Mixing the fuel with the air before the air is passed through the blower takes advantage of what engineers call latent heat of evaporation. Simplified, this means that the fuel absorbs a considerable amount of the heat, thus increasing the weight of the charge taken in by the engine when compared with the other method of fuel metering. Power output, all other things being equal, is directly proportional to charge weight within the cylinders just before firing, so this system has much to recommend it.

We've attained excellent throttle response using an injector designed to be mounted on the suction side of the GM series 71 units — the Rice, Hartelt and Dodd dragster, so equipped, recently turned 161 mph on gas at the new Riverside, California half-mile drags. Kenny Lindley's dragster, driven by Don Little, uses another approach highly successful. Both Little and Cal Rice have been



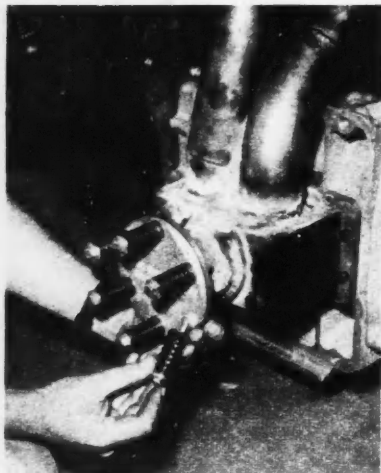
Due to closeness of blower outlet manifold box to edge of mounting flange, dependable Allen-head screws are used once again. Careful attention must be paid to getting a perfectly leak-tight fit, as air passing through this manifold is under a pressure of 15 pounds per square inch higher than atmospheric, and even the slightest leak will become serious.



On any engine using a constant-pressure blower provision must be made for some type of pressure-relief device to prevent catastrophe in the event of backfire. Serious damage to the engine and blower could result from explosion of the fuel-air mixture contained within the blower and manifolds. Potvin's pop-off valve seals against a rubber "O"-ring.

BLOWER KITS

running nip and tuck in the quarter (on gas) lately, with Cal sticking to the injectors, while Don likes the carburetion set-up I designed for Kenny's car. It uses three Stromberg NAR-6B aircraft carburetors of the updraft type, mounted to a "log" on the suction side of the blower. These carburetors furnish adequate venturi area, being $2\frac{1}{2}$ " in diameter at the throttle plates, with a $2\frac{1}{4}$ " venturi. Mixture is adjusted without tedious jet changing via a variable control setting with a locking arrangement. These carburetors are available most everywhere as Government surplus, brand new in the original containers, for around \$30. We keep a few around, available at that price, for the convenience of the fellows running our equipment.



Cover plate of the pop-off valve is cast aluminum. Valve springs, held under proper tension by steel bolts retained by aircraft elastic stop-nuts, keep the cover in place against pressures encountered within the normal output of the blower. When the fuel-air mixture within the manifolds is ignited by a chance back-fire, the pressure is released to the outer air.

Regardless of the type of fuel metering system used, carburetors or injectors, or whether the metering devices are on the suction side or pressure side of the blower, the manifolds must be welded-up *air tight*. Remember, the blower pumps up to one atmosphere boost on some engines. An air leak here is a *horse-power leak*—'nuff said. After completion the logs must be sandblasted to remove slag thus preventing it from entering the engine while running and causing serious damage.

Because the manifolds *are* air tight, when completed, a safety valve must be provided to avoid damage to the delicate blower rotors in case of backfire. Competition engines, with their long-overlap cams, backfire easily when started from cold. On a normally aspirated engine, this merely means an attractive, and momentary, display of flame shooting from the carburetor air horns. On a blown engine, you have literally thousands of cubic inches



The engine used as the pictorial demonstration for this article required special manifold logs in order to accommodate the port-type Hilborn fuel injection system. While many blower installations use a Hilborn unit made for that purpose, this one runs the blower "open face", with nothing at all on the intake side of the supercharger to impede the incoming air.

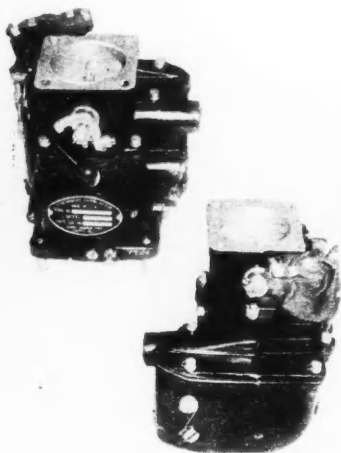
of fuel-air mixture under pressure within a confined space — the intake manifold. A backfire will ignite this mixture, and the resulting explosion may seriously damage the works if some provision is not made to *unconfine* the combustibles.

This is where the Potvin pop-off valve comes into play to save your blower. Consisting simply of a spring-loaded plate piped into the pressure outlet side of the blower, and sealed with an aircraft "O" ring, the tension of the device has been calculated to keep it closed at all times of normal engine operation without allowing any of the boost pressure to leak out, yet — when the pressure rises abruptly as a result of a backfire, the pop-off valve immediately opens, converting the potential explosion into the harmless mechanical equivalent of a sneeze. By no means, should this device be omitted.

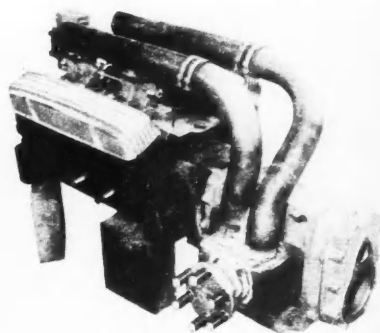
By allowing common sense to curb any

tendencies you may have to change the set-up and blaze a new trail (perhaps literally) you may assemble your Do-It-Yourself Kit without any difficulty and find yourself the owner of an engine developing close to double its normally-aspirated power output. For the time and money involved, and with present techniques and equipment, you couldn't have wound up with as much compact horsepower at your disposal any other way. Now that we've got 'em down to where you don't have to be a millionaire to get one, there's no doubt that superchargers are here to stay — even with us penny-pinching hot rodders!

All inquiries regarding the Potvin Blower Kits should be directed to the exclusive distributor, Moon Automotive, 10820 So. Norwalk Blvd., Santa Fe Springs, Calif. Prices on the kits are based on time and materials required, as each kit is tailored to the specific needs of the individual customer.



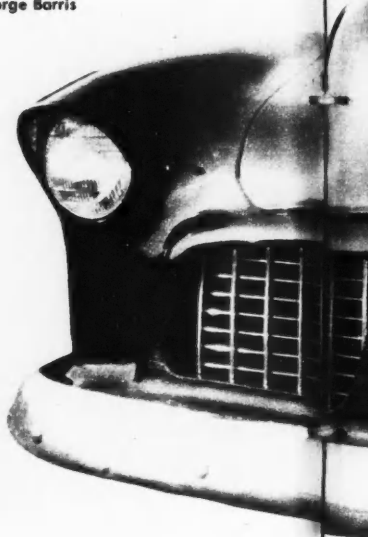
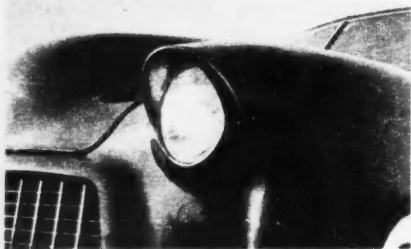
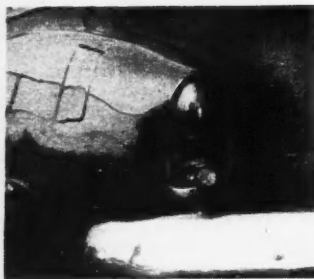
Used successfully on Kenny Lindley's "Mis-Fire" dragster, Stromberg NAR-6B aircraft carburetors offer the blower enthusiast a way to get around the understandably high cost of fuel injection. Of updraft design, these carburetors are mounted on an air-box type manifold against the intake side of the blower. Three are usually used for a 6-71, or two on a 4-71 unit.



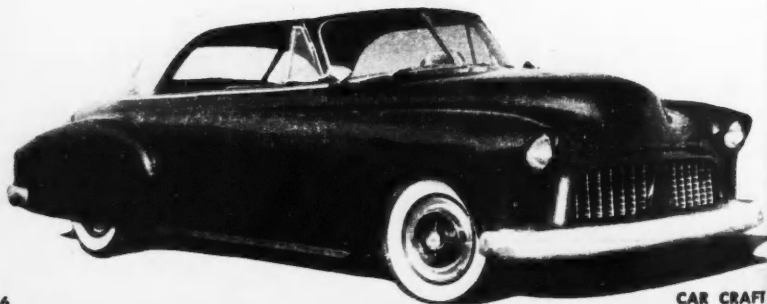
The completed Chevrolet V8 installation results in a small, light, compact gasoline burner that should be capable of producing approximately 400 horsepower on an engine dynamometer. Drive for the Hilborn Injector pump is taken off from beneath the Spalding Flamethrower battery ignition. Similarly impressive power outputs can be obtained by supercharging any OHV V8.

Restrained, but refined, is this *Masterpiece* **IN MODERATION**

Photos by George Barris



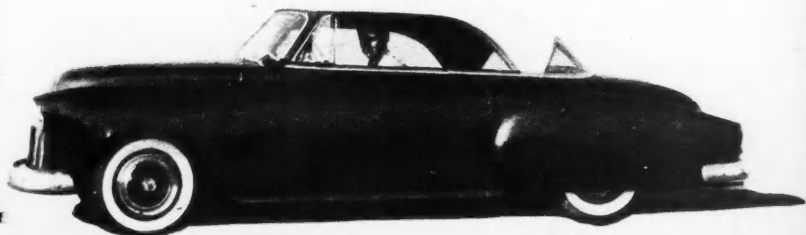
Leonard Doyle wanted a car that would show his own personal taste, yet would not belong in the radical category of customs. He took his car to Dick Williams' Body Shop in Lakewood, Calif., where the first step was to "shade" the headlights using sheet metal. Notice that the rear fenders have been extended considerably to house the modified '56 Lincoln taillights. All trim was removed from the car and holes filled.





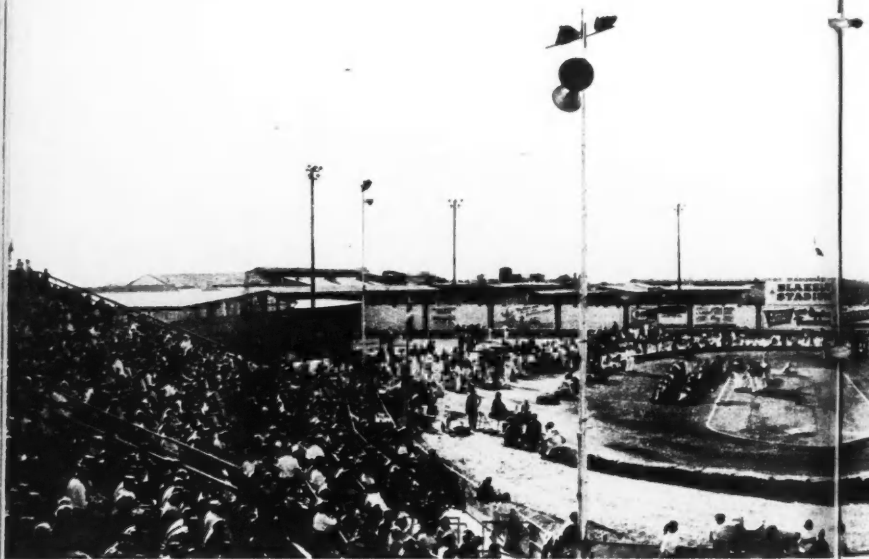
Major part of restyling was performed on front of the car. The stock '50 Chevy grille shell was moved forward and molded to fenders providing cavity for '55 Chev grille. Center piece was angled from gravel pan to top of cavity to obtain novel appearance.

One coil is cut from each front spring; lowering blocks are used at rear. '56 Dodge Royal Lancer hubcaps are painted dark blue in center to match car's lacquer paint job.



'57 QUARTER

*350 Junior and Teenage Drivers Vie
for Coveted National Titles and Awards*



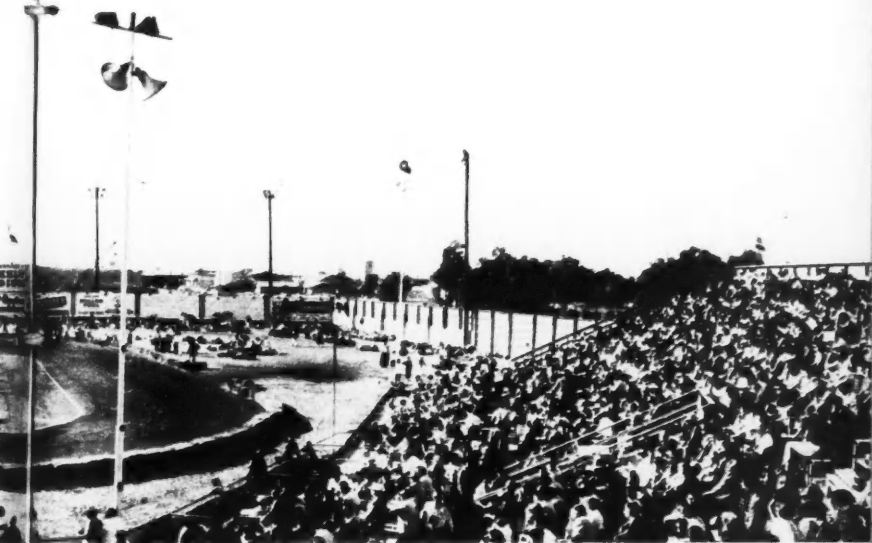
by Dick Day

PHOENIX, ARIZONA, hosted the 2nd annual National Quarter Midget Championship over the weekend of December 28th and 29th with some three hundred and fifty young drivers competing for top QM titles. Entries stretched to eight states, including some from as far away as New Jersey and Ohio. The two day title meet got off to a flying start early Saturday morning as Ronnie Madison, 13, of Riverside, California, scorched Blakely Stadium's newly paved $\frac{1}{20}$ of a mile banked asphalt oval with a qualifying time of 7.22 — a new national track record! Following qualifiers dealt with the electronic Chrondek timing clocks in the same speedy manner chalking up record qualifying times in stock,

modified, open gas, and fuel classifications in both the junior (4 to 8 years) and senior (9 to 15 years) divisions.

Sunday morning, as four thousand spectators made their way through the stadium's portals free of charge, the teeming pit area was alive with pre-race tension and last minute tuning, all eagerly awaiting the day's forthcoming title events and activities. From the time that starter, Sandy Sanborn, flagged off the first junior division's semi-main 'til the checkered flag dropped some twenty-seven events later on senior driver Dean Lowe of Covina, California, winner of the fuel class, spectators were treated to the uncanny driving ability of the pint-size speedsters and their

MIDGET NATIONALS



Photos by Al Palocz

colorful high toned sport.

Climax of the '57 National came to an end as the stadium lights flooded the infield and Doug McDonald, race chairman, stepped up and presented sixteen hundred dollars of donated trophies to the wide eyed and proudly so — winners! The event was a history making one for quarter midget racing and congratulations are in order for competent sponsoring group — Arizona Quarter Midget Association and all its members.

Keynote of the event was "sportsmanship." The compatible kind that is destined to elevate $\frac{1}{4}$ midget racing to one of the most outstanding sporting activities in the country.



1/4 Midget Nationals

Ronnie Madison (leading) not only turned meet's fastest qualifying time but also lead much of the 35 lap "open fuel" main. Lapping the field, Ronnie was forced to retire due to damaged front axle after clipping stalled car in the corner — a real heartbreaker! Eventual winner, Dean Lowe (93), is seen closely following Madison. Note track width.



"On Cloud Nine," excited Dennis Lodes of Montebello, Calif., totes off the huge first place trophy for copping junior "stock" main event. Driving a Viking-craft, Dennis lead main from wire to wire. Sixteen hundred dollars of trophies were awarded.

RIGHT • Bobbie Byars, Las Vegas, accepts CAR CRAFT magazine's "sportsmanship" award from Arizona Quarter Midget Assoc. prexy, and race chairman, Doug McDonald.

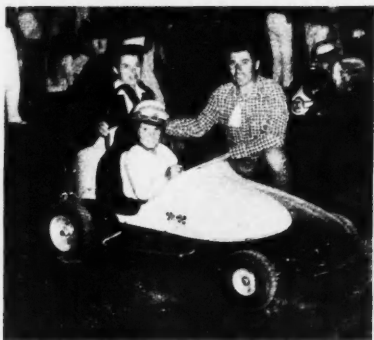


Linda Valona (center) last year's National Champion, poses with family's three-car racing stable sponsored by Dietzgen, manufacturer of drafting and art equipment.





Art Bagnall, of Bell Auto Parts, awards senior "stock" class winner, Barbara Gauger of Phoenix, new Bell "500" crash helmet for her 35 lap victory. Barbara drove a Wahlborg special. McHal also presented helmet to entrant who traveled furthest.

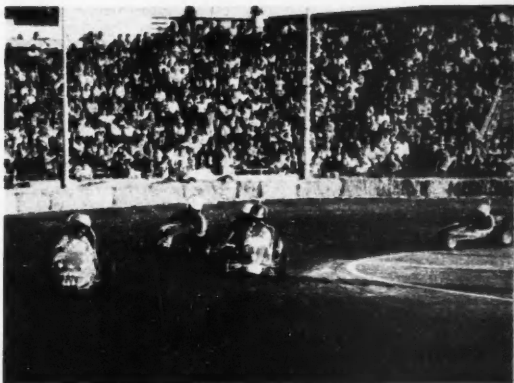


Art Motta of Phoenix was proud recipient of brand new "Cherokee" 1/4 midget given away this year at nationals by the Almond Automatic Equipment Co. of Azusa, Calif.



Mike Olivero, hot-fuel pilot from Compton, Calif., gets hardy hand shake from benevolent Mr. Blakely of Blakely Petroleum, who furnished all gas; donated stadium.

Mike Ciccarelli of Pasadena, Calif., makes a quick trip of banked corner later emerging winner of "open gas" class. Kurtis driven by Ciccarelli was loaned by Bobbie Byars who received "sportsmanship" award for courteous gesture. Attendance ran some four thousand for huge two day 2nd annual event.



1/4 Midget Nationals



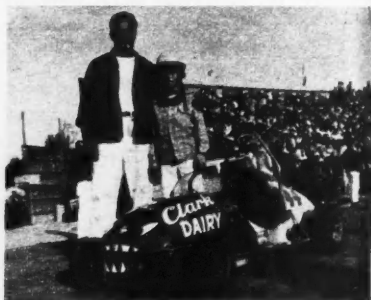
A bappy trio of QM enthusiasts, Buzz Lowe, pit crewman, and son, Jack, shortly after winning junior "modified" class title. 8 year old Lowe, drove Kurtis-Kraft.



Perky Paula Sells, 14, Glendale, Calif., showed male chauffeurs short way to finish flag in junior/senior "modified" titled event driving rakish H.P. Safe quarter midget.



Hometown boy makes good; "Skipper" Thompson, Phoenix, gets congratulations from family, sponsor (left). Bell "500" was also awarded for senior "modified" title.



Mike Ciccarelli and proud pappy shortly after Mike captured junior/senior "gas" class. Blakely Petroleum's 'copter gave winners of each event scenic tour of Phoenix.

Blakely Stadium's new banked and paved asphalt track proved very complimentary to QM racing. Although speeds were proportionately higher, spin-outs and erratic driving habits, commonly found in younger drivers, were at a minimum. The banked, smooth course proved a natural for the "pro" handlers of a few years' experience. Track width was between 30-35 feet both in corners and down the straights. (See page 61 for news on the coming Las Vegas meet).





Typical of Sunday's Twenty-seven race program is this corner action shot. The '57 National was a true championship event and like all annual championship meets the pit area was a scene of proud smiles, and even a few tears for the runners-up. But a few snow cones and candy sticks later "sportsmanship" played major role—a QM tradition!

BELOW • Cars were completely checked out for safe construction, roll bar height and safety equipment. Here, safety inspector, Jim Alexander, checks shoulder harness on daughter, Linda. Harness system is rapidly being accepted by QM Associations.



ABOVE • It was mandatory for all winning cars to be measured after each event. "Kong" Jackson, J.E.R.D. Company, Glendale, California, performed tech inspection.



LEFT • It was "Lowe Day" at the Phoenix Nationals for not only did Jack Lowe cop his class title, but his older brother, Dean Lowe, won "open fuel" championship in a similar Kurtis-Kraft. To cap the day off in style, father Buzz Lowe, was lucky winner of "Cherokee" midget raffle bringing to a close a very happy day for the Lowe family of West Covina, California.

CONTINUED ON PAGE 60

TOIGO'S CUSTOM SHOP



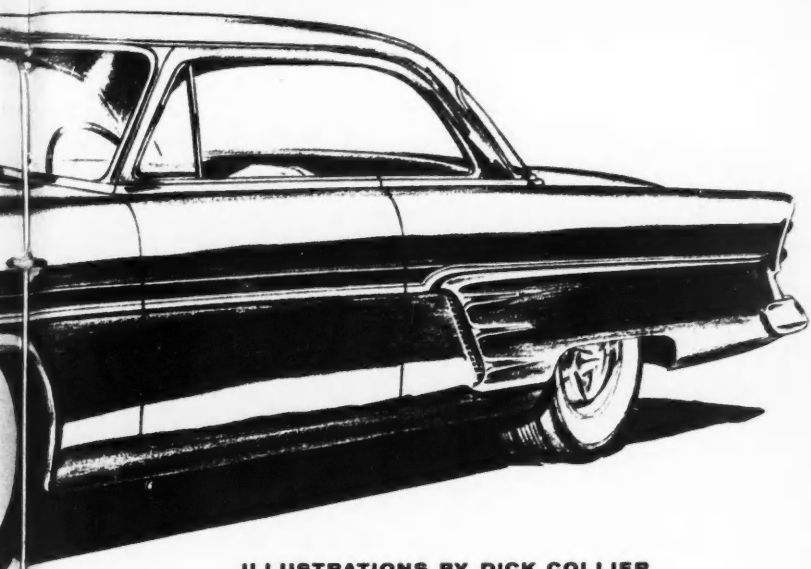
RESTYLES



Joe Toigo

IT'S STRANGE, BUT true, that some makes and models seem to lie in some sort of hibernation, relatively un-noticed by customizers. Then, one day someone shows a restyled version of this automotive "wallflower" at a custom exposition, and — we're off to the races! All of a sudden, this heretofore neglected species becomes just what everyone has been looking for in the way of raw material. Why? We won't attempt to explain it, but we'll show a case in point — the '52-'54 Ford club coupes and their hardtop sister, Victoria.

While most enthusiasts passed these by and jumped up into the '55 and later class, perhaps as a result of the shaded headlight craze, the preceding three years of Ford production languished in comparable obscurity.



ILLUSTRATIONS BY DICK COLLIER

the '52-'54 Ford



APRIL, 1958

CONTINUED

Now, when anyone with enough gumption to sign a long-term contract can own a near-new *big car* (longer, lower, wider!) the "little" cars, like the series of Fords mentioned, are taking a new lease on life.

To see how one of Southern California's more artistic customizers would re-style the last of the small Fords, we commissioned Joe Toigo of San Diego to show us how he'd go about knocking off the rough edges inherent with this particular body style. Once again operating under a ceiling of \$1,000 for the job's estimated cost, Joe came up with — well, look at the illustrations and see if it isn't a car you'd like to own!

BODY MODIFICATIONS

First off was a mild lowering job — just enough to acquire that ground-hugging, good-handling look without actually impairing the ride. Removal of the door handles and substitution of electric solenoids for latch operation paved the way for something new in the way

of side trim. '58 Chevrolet brightwork was selected, but installed on opposite sides of the car from the way GM intended, thus "framing" the rear fender windsplit.

HOOD, GRILLE AND HEADLIGHT MODIFICATIONS

After removal of ornaments, corners of the hood were rounded, so as to effectively separate the hood design from that of the grille, thus giving the customizer free reign. Toigo blended the hood and headlight treatment into one, giving the restyled Ford a unity of frontal aspect that was completely missing before. Rolled sheet metal forms the grille's borders, while tunneled behind rolled edges are the Edsel quad headlight units. Frenched right into the metal surrounding the expanded metal grille, the headlights become an integral part of it. For paint treatment, Joe suggests something new and radical — all one color! — and for individuality, he signed his work with one of his trade marks — dual aerials, both on one side of the car.

RESTYLING

the '52-'54 Ford



REAR FENDER AND TAILLIGHT MODIFICATIONS

In the area of the rear quarter panel now highlighted by the new side trim Toigo incorporated an airscoop. Containing chromed expanded metal mesh, the opening is further embellished by raised scallops of contoured metal, highlighted by a corresponding paint treatment.

Without altering the basic angle of the sheerline, Toigo extended the rear fenders 2" to accommodate tunneled '54 Buick taillights, backed-up with more chrome mesh. Changing the appearance of the rear bumper at a minimum cost was done by replacing the stock guards with those from a '55 Ford station wagon, a method that was repeated up front.

Although the model pictured in Dick Collier's renderings is a Victoria, a little imagination will reveal that the modifications originated by Toigo for this car would do every bit as much for a club coupe or sedan. Anyone know where we can find a clean '52-'54 Ford?

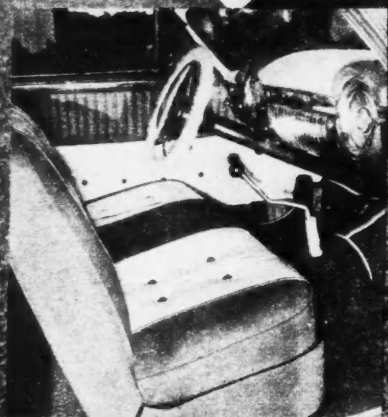
PARTS AND PRICE LIST

	Labor	Parts
Rework grille, install		
Edsel quadlites	\$265.00	65.00
Remove side trim, replace with '58 Chevrolet components (parts included)	75.00	
Remove door handles, fill, install electric solenoid latch mechanism	53.00	12.00
Remove trunk trim, fill, install electric solenoid latch mechanism	25.00	6.00
Install scalloped scoops with mesh in rear fenders (parts included)	60.00	
Remove hood trim, fill, round corners	35.00	
Rework rear fenders for tunneled '54 Buick taillights	85.00	24.00
Install '55 Ford station wagon bumper guards front and rear — rework and rechrome (parts included)	48.00	
Install custom antennas	25.00	8.00
Moderate lowering job (parts included)	28.00	
Paint Complete (material included)	150.00	
	849.00	115.00
	<u>115.00</u>	
TOTAL	\$964.00	



Exotic

a true custom—
defying easy identification

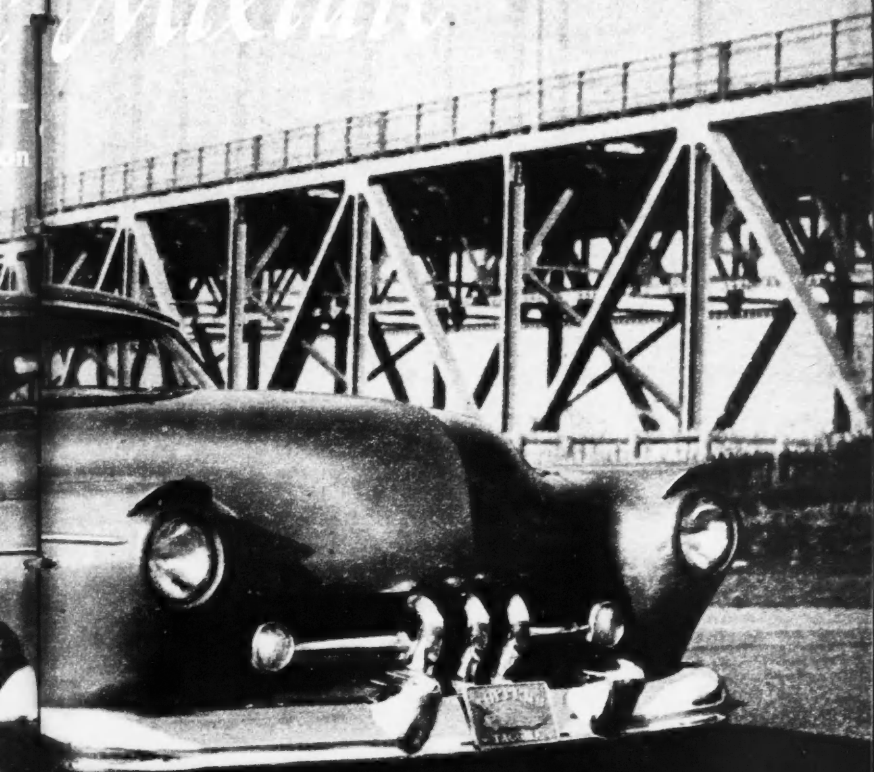


The question around Tacoma, Washington, as Chuck Treason's cool looking custom drives by, is "What is it?" Extensive body work by Wescoff's Body Shop, Damascus, Oregon and parts from many makes of cars disguise the '49 Mercury's appearance.

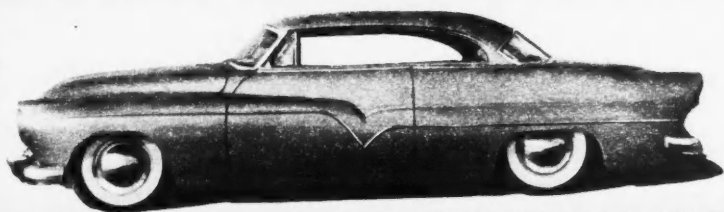
LEFT Highlights of the interior are the Quince and White Naugahyde upholstery and padded '53 Olds dash. Note floor shift.

RIGHT Profile of car was altered by installing a '53 Cad top, chopped 3 1/2". V's are cut in doors and accented by two sets of '36 Plymouth trim set back to back.

Mixture



Photos by Bud Long



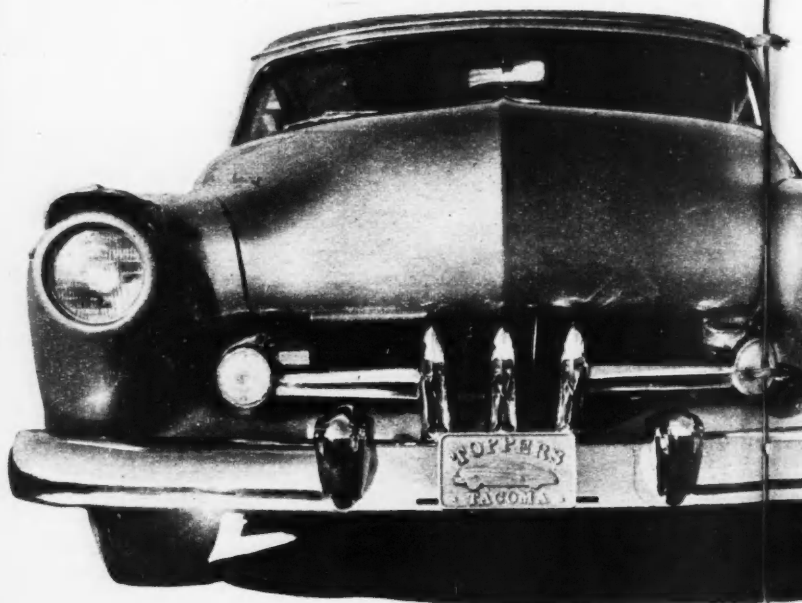
APRIL, 1938

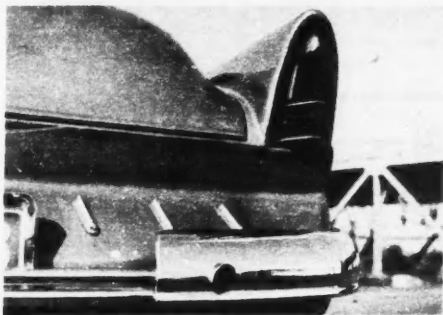
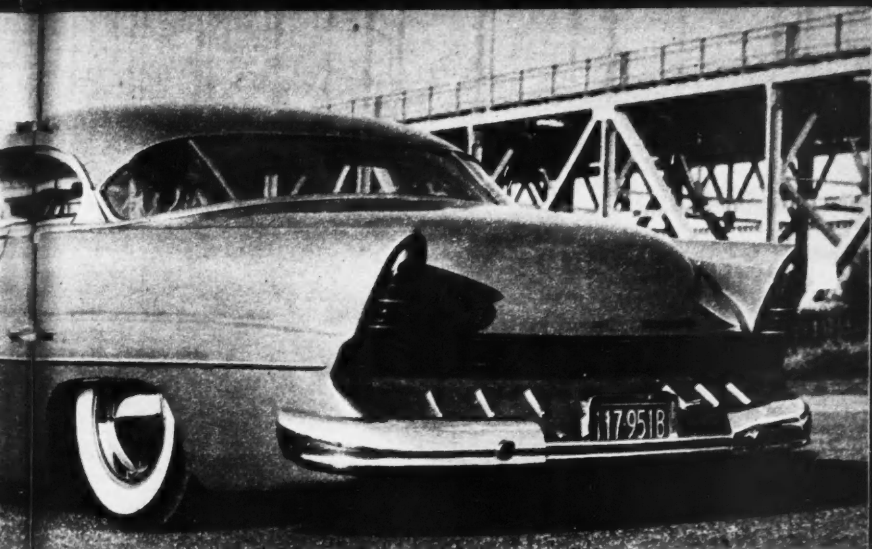
CONTINUED

Exotic Mixture

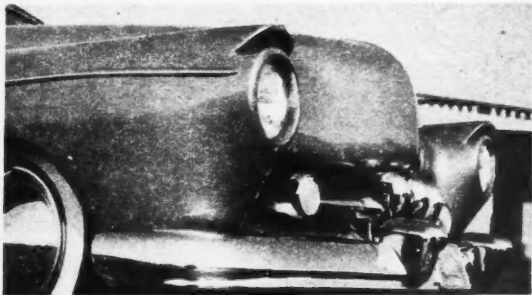
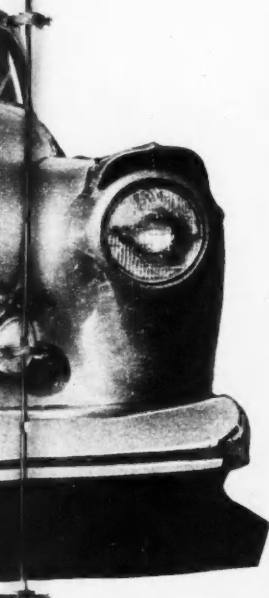
Unusual deck lid from '49 Olds is sectioned both from top to bottom and side to side. The extended fenders feature "fadeaway" styling. The gravel pan is band formed. Chrome bars are from '55 Cadillac.

One-piece windshield overlooks shaved hood which extends into the grille cavity. '53 DeSoto gravel pan is frenched to fenders. The grille consists of '53 DeSoto teeth with Henry J wing bars attached.



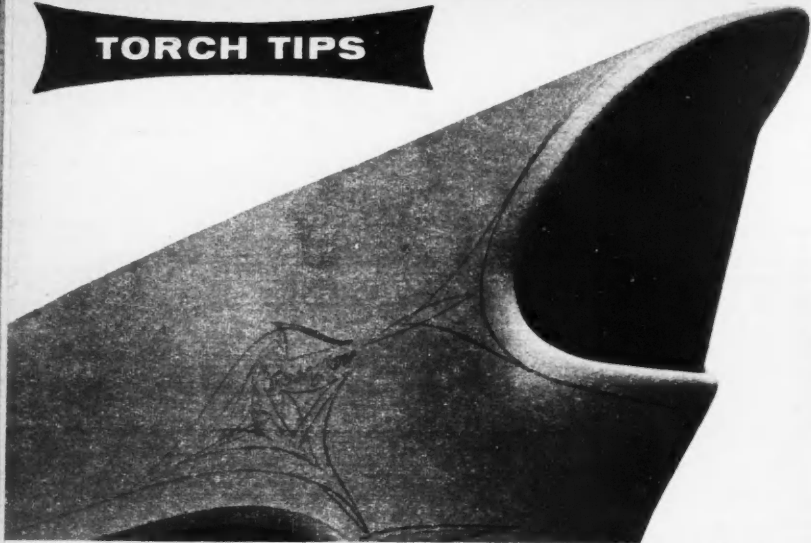


'56 Lincoln lenses are set into the tunneled openings with round rod edges. Exhaust tips are molded to the bumper.

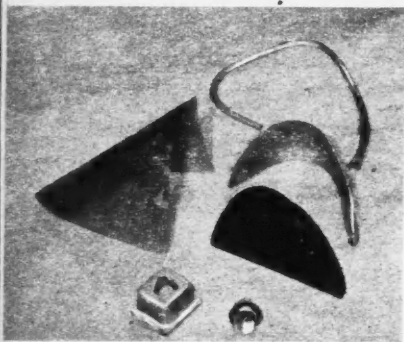


The considerably extended fenders house the frenched and tunneled headlights. Peaked airscoops perch atop fenders.

TORCH TIPS



WHEN A CUSTOM fan decides to restyle his stocker, one of the changes that will be encountered somewhere along the way will be the taillight swap. One of the increasingly popular taillight swaps is of the "shark-fin" variety, featuring reversed and cut down '56 Chrysler lenses. This modification is especially well suited for the '49 and later models, lending itself ideally to the General Motors and Chrysler Corp. products. To obtain a complete how-to-do-it photo-story, we contacted Robbie Martinez' House of Customs located in San Diego, who furnished us with the needed information. Robbie informed us that to insure the success of this operation, great care should be taken in checking it for fit and alignment throughout each step of the customizing project. When the job is properly done, the time and care taken is justified by the up-dated and sleek appearance. As the '56 Chrysler lens is large enough to be cut into different shapes and sizes, individuality can be brought into the picture by varying the slant, angle, contour and size of the taillight opening.



1. Shown here are the components needed; lens, tubing, sheet metal and light bucket.



2. First step consists of removing the taillight and marking width for inner piece.

"SHARK-FIN"

taillights for all models

Photos by Bob Hardee



3. Marked area is now cut out with a cutting torch, making sure width is correct.



4. Inner piece of sheet metal is tacked into position and then brazed to fender.

SHARK-FIN taillights



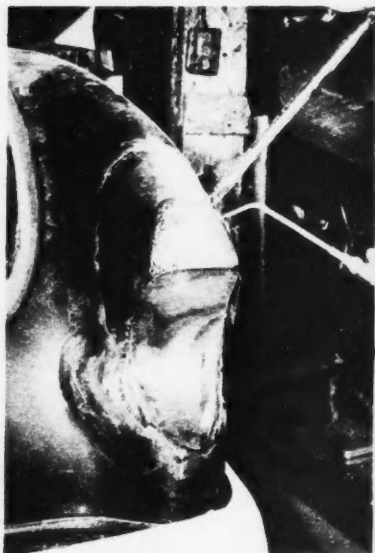
5. Upper section of fender is now cut off. Cut should be made near top of fender.



6. Piece that is cut off is now reversed and brazed to upper edge of inner piece.



7. Upper piece of sheet metal is bent to shape over fender, then marked for cut.



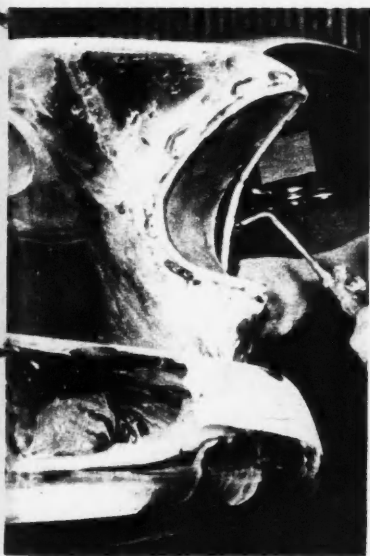
8. Marked area is cut out, section set in position and all seams brazed together.



9. Piece that was cut off of upper section is placed over the lower lip and marked.



10. Cut off at marked line. Place piece to be used in position and braze seams.



11. $\frac{3}{8}$ " copper tubing is tack welded to inside edge of opening for smooth contour.



12. All brazed seams are gone over with a rotary wheel, then with a grinding wheel.

SHARK-FIN taillights



13. Lead is now applied to area, shaped with paddle. Lens clips are now brazed on.



14. Smooth surface with vixen file, then sand. Metal prep area; apply prime paint.



15. Taillight bucket is placed in proper position and holes are drilled for screws.



16. The taillight bucket gasket is held in place and a line traced for bulb opening.



17. Holes are drilled along the line, then chiseled out. Rotary stone smooths edges.



18. Install taillight bucket from inside of fender, then mark lens to fit the opening.



19. Lens is now ground to proper curvature. Check for fit as grinding progresses.



20. Holes are drilled through lens, to the inner clips. Metal screws secure the lens.

*When you've built it yourself,
as did Gene Harkins,
your custom becomes true*



PERSONALIZED TRANSPORTATION



Familiar sight around Orange, California is Gene's self-restyled '49 Ford. Grille employs '54 Pontiac bar, '53 Chev park light housings and '52 Ford spinners to good advantage. Eight rows of louvers punched in shaved and rounded hood. Micro switches operate the shaved doors.



*A s
fren
The
slig*

*Car
spin
C'd
cor*

*Sim
by
Car
Re*

API

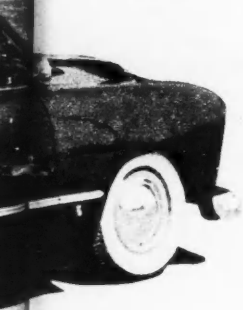


A special made bronze casting was used to french and tunnel the stock taillights. The rear fender seams are filled-in and a slight peak added to top of the fender.

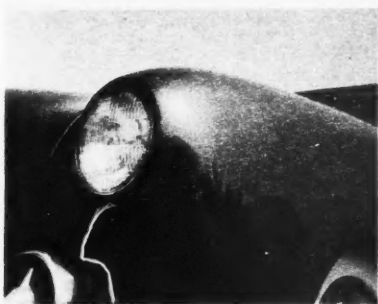
Car is lowered 5" up front by reversed spindle arms and 8" at rear by blocks and Cd frame. Deck is shaved and has rounded corners. Side trim is reversed '54 Dodge.



Photos by George Barris



Simple design headlight styling is created by frenching the stock headlight ring. Car was painted a Golden Maroon at the Barris Kustom Shop of Lynwood, Calif.



TRICKS

HOODS

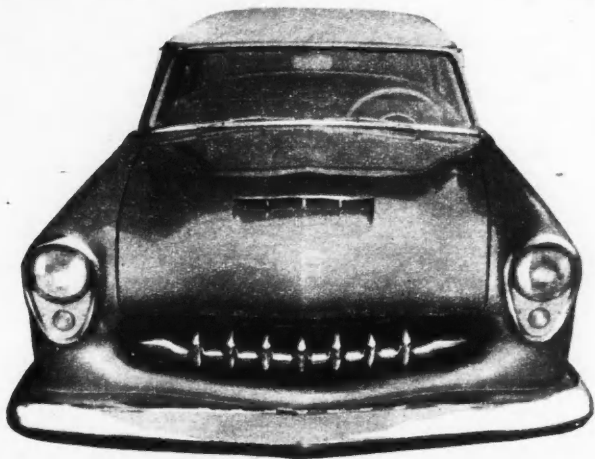
GRAB BAG



HOOD STYLING PLAYS a major role in customizing the same as do taillights, headlights, and other re-designed portions of a car. True, many custom car enthusiasts generally settle for the simple and standard "nose" jobs (trim removal), but there seems to be many devotees of late that favor treating their car's hood with the same tailored finesse as found in other restyled parts of their car's anatomy. We needn't expound on the special appearance achieved by good and unusual hood design, for the three photographs pictured here illustrate the thought thoroughly. On the following pages you will find this subject covered from just about every innovation to date; the use of tubing, unusual scoops, and original shapes and forms, all lending that theme of "full dress" customizing.



Completely revamped hoods, such as seen at left, are not considered general practice with customizers but much originality can be created for car's appearance employing this radical treatment. At top we see how one enthusiast transformed his Merc's stock hood air scoop by incorporating the popular scallop painting decor and side scoops. The custom Ford below displays a real touch of torch work whereby hood was extended and pulled down into grille cavity matching the smooth contours of the spliced-in '49 Merc grille shell. Subtle center scoop tends to break up otherwise stark appearance of hood.



TRICKS

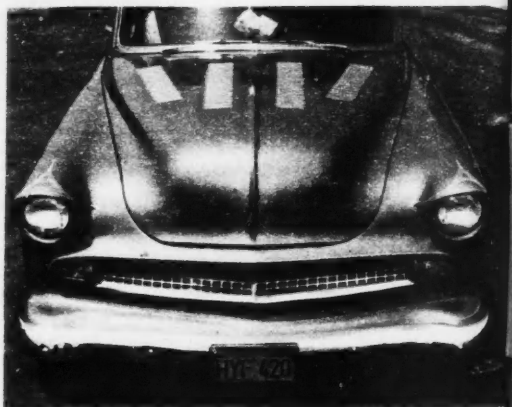
HOODS

The standard trim removal or "nosed" description is clearly illustrated here, but notice that a considerable "peak" has been added to the center line of the hood. This again is one of the customizer's trade secrets for transforming hood appearance.

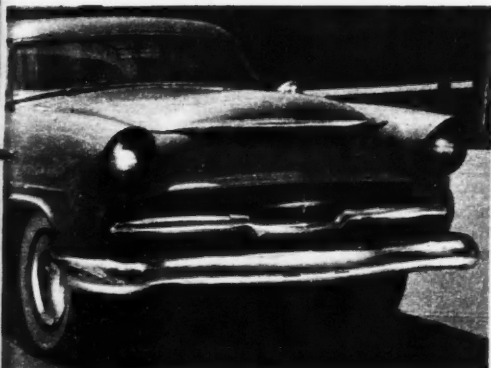


Large diameter tubing plays a major role in customized hood design. Bordering grille cavity with molded in tubing, then stretching it across the leading edge of hood offers sharp looks.

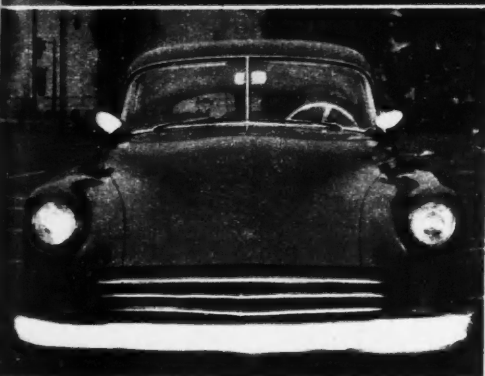
Three customized ingredients are found disguising this Chev's bonnet. First, louvers kick off a sporting pattern, a slight "peak" also favors additional styling, but rounded forward corners is the magic touch that blends hood into front paneling.



This '57 Chevrolet owner came up with a clever thought for altering appearance of the twin hood scoops; by capping the forward ends of the scoops with sections of '39 Chev taillights an unusual "ribbed" effect is achieved for true custom look.



Termed "pancaked" for strange flat appearance, hoods of this type lend a great deal of originality to car's one-of-a-kind appearance. Owner also went a step further dressing the front with harmonious scoop trimmed out with Merc rear fender teeth.



Extending the nose of the hood considerably as seen here plays another facet of custom hood design. Extension is made up strictly from grafted sheet metal with round rod edging. The blunt nose section would lend itself to unlimited pin striping.

TRICKS

HOODS

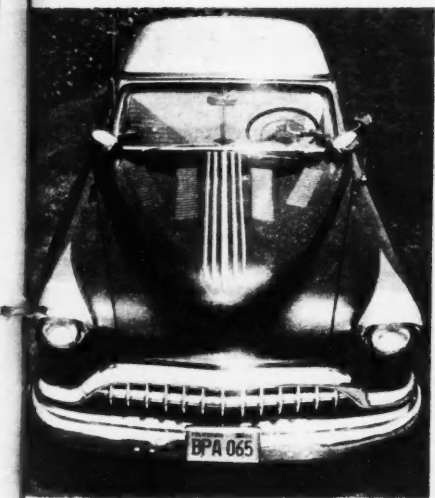
Another extended bonnet can be found gracing this '49-'52 Chev. Note that hood carries into the upper grille opening and that an accessory "Bull-nose" strip or section of flat side trim obscures rear area of hood's seam.



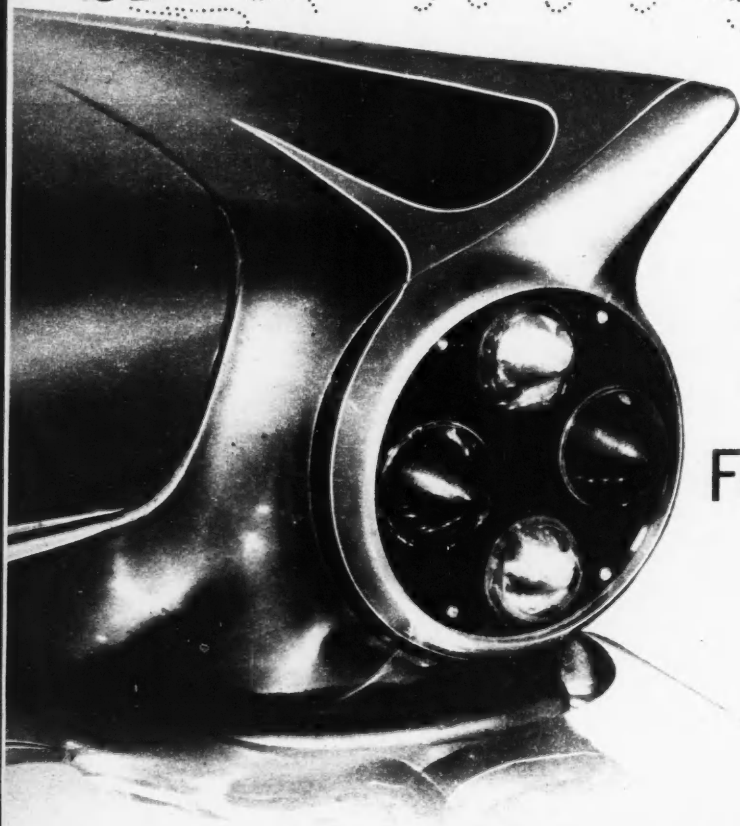
A favorite styling with '52-'53 Merc owners is this innovation whereby hood's scoop is "capped" off and contours brought forward over the front of the hood. Note slight peak.



The Pontiac hood, bane of all customizers, can be conquered in the following manner. At top we see a double peaked motif with a louvered center section. Lower right the use of two "bull-nose" strips seems to be an easier way out yet retaining custom appearance, while yet another offering is made at the lower left employing several nose strips, four patterns of louvers and pin striping, all differently assembled, yet effective in style.



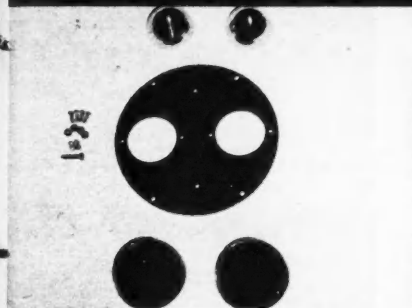
"SATEL-LITES"



for
the
'57
Ford

IN THESE DAYS of guided missiles, flying saucers, space satellites and such, it is not unusual that custom enthusiasts should want something for their cars that is "way out." At the same time this object they desire should not be "way out of reach" financially. We think that the Accessory of the Month this month is just the answer. It is a clever and simple method of modernizing your car and still staying within a limited budget. It is the new and unique "Satel-lite" taillights which replace the stock blinkers on '57 Fords. They come in a kit that contains all parts necessary for the change. No metal or torch work is necessary. A screwdriver is the only tool that is needed. The entire taillight swap, including assembly of the units can be accomplished in about fifteen minutes. The price of the kit is \$14.95. They are manufactured by "California Custom" Accessory Co., 1807 W. 65th St., Los Angeles 47, Calif., and are available at most leading automotive accessory stores.

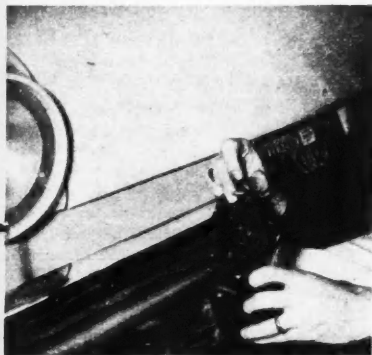
ACCESSORY OF THE MONTH



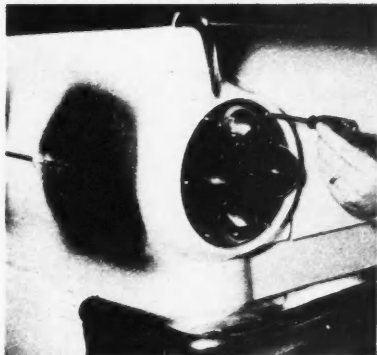
Shown here is the complete unit for one taillight; includes screws, nuts, washers.



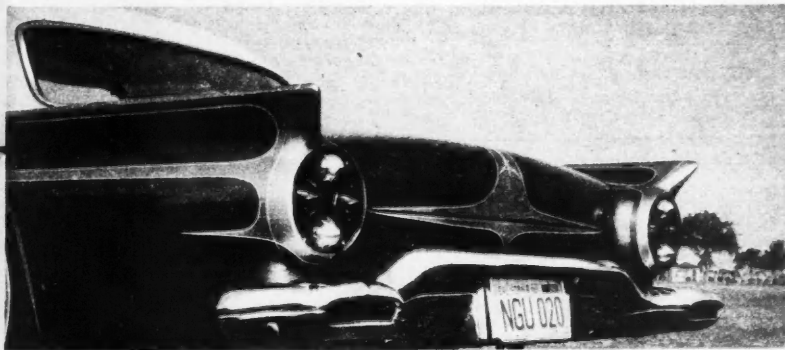
First step is to remove stock taillight lens from housing. Save retaining screws.



Lenses and spinners are mounted on backing plate. Spacers placed behind plate.



Assembled unit is now mounted in housing. Original retaining screws secure unit.



An unmistakably different effect is achieved with the installation of these taillights, as on this '57 "T" Bird. Added effect can be gained by "scallop" painting.

WHAT'S YOUR PROBLEM?



By Bob Pendergast

WHY NOT?

Dear Bob:

I have a '53 Studebaker and would like to install a Chevrolet V8 engine in it. Which transmission would be best for this combination?

—Lionel Michaud,
Memphis, Tennessee

Dear Bob:

I have a '53 Studebaker and a '56 Corvette engine that I'd like to get together. The Stude now has a standard overdrive box reworked with '47 Stude truck parts to convert it to floor shift. Is there an adaptor available to mate this engine and transmission?

—Bob Ashlock,
Detroit, Michigan

You have us treed—but good. We ran an article titled "Make Your Stude A Champ" in the February '58 issue of *Car Craft* showing a Chev V8 installation into a Stude using the Chevrolet transmission by virtue of making up a Stude-Chev hybrid driveshaft. To our knowledge, there is not, at this time, an adaptor commercially available to mate the Stude trans and Chev V8 engine—why, we don't know. This is becoming one of the most popular combos in the business. If any of our readers can shed any light on this, we'll be happy to publish the information in future columns of "What's Your Problem".

UP OR DOWN

Dear Bob:

I have a '51 Ford I have lowered 3" in the rear by use of lowering blocks. Now

everyone tells me that if I leave it low in the rear the forward cylinders may be starved for oil and be ruined. I asked a mechanic friend about it and he says to leave it low in the rear but not to lower it in the front as it would mess up the steering mechanism. Now I am really confused!

—Hunter Heath,
Lubbock, Texas

With lowering, a little bit goes a long way—but if held within limits, there's nothing wrong with lowering either fore or aft. The Ford factory racing stocks were lowered all the way around, via lowering blocks in the rear, and effectively shorter spring in front. If the amount of lowering is kept within the limits the suspension must work within anyway, no harm should result. For instance, your Ford's suspension is designed to be deflected a lot more than 3" without anything binding up or the front-end geometry being ruined. If you lower it 3" all the way around, no trouble should result. I can't say the same for 6", however. Get the idea? I suggest you lower the front by cutting one full turn off the bottom of the coil springs, as the reduction in length will provide desirable extra stiffness for better handling. Align the front end afterwards, or you'll have a real squirrel on your hands. Heating coil springs for front-end lowering is the worst practice, as the distance between coils is lessened and even a grasshopper may become a major obstacle.

SURPRISE!

Dear Bob:

I have just purchased a '50 Chrysler six with Fluid Drive, and would like to know what "straight-stick" transmission would work in its place.

—Joe Schroeder,
Alton, Illinois

The Fluid Drive in your '50 Chrysler may be replaced with a conventional column shift transmission with overdrive made by, of all people, Chrysler. The conversion may be made using all stock parts—see your friendly dealer.

PORTS, CAMS, AND MANIFOLDS

Dear Bob:

I am installing a '49 Cadillac in my '53 Chevrolet, using a Cad side-shift box and a '51 Pontiac rear-end. I plan to mill the heads .090" and shorten the pushrods a like amount. How much should be milled off the intake

port surfaces of the heads after milling to preserve alignment? Will the '55, '56, or '57 stock Cadillac cam fit, and give a worthwhile boost? How about the four-barrel, or Eldorado dual four-barrel manifold — would either fit?

— Bob Williams,
Tacoma, Washington

Although there are formula for determining the amount to be removed from intake manifold flanges according to how much metal has been milled from the head gasket surface — I don't recommend using them. Manufacturing tolerances on our recent engines being what they are, you might be making matters worse rather than better to follow the formula, so do it the right way as outlined by Racer Brown in the July '55 HOT ROD magazine. Regarding your proposed cam and manifold swaps, some of the items you mentioned are interchangeable with your present equipment, with the '55 cam and the Eldorado manifold offering the biggest performance boosts.

HAL MOODY'S



Silver Slick

Racing Tires

FOR

1/4 • 1/2 • Micro • Midget

Diameter	Wheel size	Tread width	Price
10"	5"	3 1/2"	\$ 8.95
12"	6"	4"	9.60
14"	6"	4 1/4"	11.95
18"	8"	5 1/4"	14.45

ON YOUR CASING

Precision-buffed — built and cured to a perfect circle.

FOR DIAMOND OR BLOCK DESIGN, ADD \$2.00
Return freight prepaid

HAL MOODY'S TIRE SERVICE

4698 San Fernando Road • Dept. CC
Glendale, California

LATHAM Axial Flow Supercharger



COPS 1st and 2nd at the GRAND NATIONAL

NEW COMPETITION KITS

Thunderbird • Ford

Mercury • Chevrolet • Oldsmobile
Cadillac • Chrysler • Corvette

2 Latham Supercharged
Entries Sweep Top Honors
In "A" Gas C/S Class

The Latham competition kit pictured above comes equipped with 4 carburetors and dual discharge from the compressor to a log-type intake manifold, providing greater flow area than two 4 barrel carburetors or any production fuel injection system. In addition, the Latham's redesigned compressor will give you 2 to 3 times more manifold pressure than any other supercharger. Standard kits, which can be converted to competition kits, start at \$445. Write for full details and illustrated technical folder today. Be sure to name your engine.

LATHAM MANUFACTURING COMPANY

Write Dept. M

P.O. Box 165, West Palm Beach, Fla.

DO IT YOURSELF!

¼ & ½ MIDGET FIBERGLASS RACE CAR BODIES

3

Different
body
styles
available



Bodies made of glass cloth & matt. Light weight & durable. Send \$2.00 for illustrated catalog on how to build your own ¼ midget. No C.O.D. orders please.

¼ MIDGET BODIES 3-PC. COMPLETE (Inc. Tax F.O.B. Norwalk).....	\$49.95
CAST ALUMINUM GRILLE.....	3.50
½ MIDGET BODY.....	59.50

(Complete Tax Incl.)

HAYMAN FIBERGLASS PRODUCTS (Dept. C-4)
13502 Albutis Ave., Norwalk • UN. 3-3704

WANTED

For Who's Who

Information on your driver and Quarter Midget

Send to:

QUARTER MIDGET NEWS

P.O. Box 111

La Verne, California



JACKET EMBLEMS

LADY LUCK
THE HIGHEST OF THE
EMBLEMATED 100

4" Felt Emblems 25
7" Felt Emblems 50
10" Felt Emblems 1.00
Decals available in same
sizes at the same price
Specify when ordering

PERSONAL NAME EMBLEMS
Red Embroidered on Sanitized White Felt

Full Color - 35¢

SEND NOW

—for NEW completely
illustrated catalog emblems,
novelties and accessories— 25¢

P.O. Box 66

Culver City 13, Calif.

Scotty's MUFFLER SERVICE

Distributor for

**EVANS, SOLT and PENROSE
RACING EQUIPMENT**

365 & St., San Bernardino, Calif. TUCKER 4-45135

NEW EASY WAY TO BECOME A TOP PAY

AUTO MECHANIC

The auto industry is short 100,000 mechanics! You can earn top pay, work steady, enjoy lifetime security in this big field. Let CTI train you at home in spare time. We send valuable Engine Tune-Up Kit and Mechanic's Tools at no extra cost. You get experience while training, earn money in spare time. Diesel or Body-Fender instruction included. Write for Catalog today.

Commercial Trades Institute, Dept. A-776
1400 Greenleaf Ave.—Chicago 26, Illinois
Send free book Big Money in Auto Mechanics.

Name _____ Age _____
Address _____
City _____ Zone _____ State _____

1/4 Midget Nationals



Qualifying 350 cars was an all day job for the Arizona QM Association — if you don't think so just ask this small trooper. The four class system; Stock, Modified, Open Gas, and Open Fuel, junior (4-8) and senior (9-15) divisions, employed at this year's event proved a very compatible combination for the country's QM fraternity. Every entrant arrived happy — left in same spirit.

QUARTER MIDGET

NATIONAL CHAMPIONSHIP RESULTS

MAIN EVENT "STOCK CLASS" JUNIOR (4-8 yrs.)

Dennis Lodes — Montebello, California
car make: Viking-Craft

MAIN EVENT "STOCK CLASS" SENIOR (9-15 yrs.)

Barbara Gauger — Phoenix, Arizona
car make: Wahlborg

MAIN EVENT "MODIFIED" (7.5 cu. in.) JUNIOR
(4-8 yrs.)

Jack Lowe — Covina, California
car make: Kurtis-Kraft

MAIN EVENT "MODIFIED" (7.5 cu. in.) SENIOR
(9-15 yrs.)

Skipper Thompson — Phoenix, Arizona
car make: Kurtis-Kraft

MAIN EVENT "MODIFIED" (8 cu. in.)
JUNIOR & SENIOR

Paula Sells — Glendale, California
car make: H.P. Safe

MAIN EVENT "OPEN GAS CLASS"
JUNIOR & SENIOR

Mike Cicarelli — Pasadena, California
car make: Kurtis-Kraft

MAIN EVENT "OPEN FUEL CLASS"
JUNIOR & SENIOR

Dean Lowe — Covina, California
car make: Kurtis-Kraft

FASTEST TIME OF THE MEET — 7.22 sec.
Ronnie Madison — Riverside, California

FLASH! QUARTER MIDGET

Las Vegas Invitational Championship
"COME ONE—COME ALL"



THE LAND OF CASUAL living and sunshine will host the nation's quarter midget fraternity over the weekend of March 29th and 30th as the Las Vegas Quarter Midget Association extends a cordial invitation to all for their forthcoming big two day "Invitational Championship" quarter midget races. The beautiful and luxurious Hacienda Hotel, located on the famed Las Vegas strip, will back-drop the huge event where a new \$17,000 1/20 of a mile asphalt track has just recently been built. A six class racing program has been scheduled with time trials and qualifying taking place on Saturday the 29th, with Sunday the 30th carrying all titled racing events. A huge array of trophies and awards are to be donated by the Hotel Fremont. Classes will include: "STOCK CLASS" 7.3 cubic inches—carburetors and ignition optional—both junior (4-8 years) and senior (9-15 years) divisions; "MODIFIED CLASS" up to 8 cubic inches—no racing cams allowed—both junior (4-8 years) and senior (9-15 years) divisions; "OPEN GAS CLASS" up to 8 cubic inches—no limitations—junior and senior (4-15 years) divisions combined; "OPEN FUEL CLASS" up to 8 cubic inches—no limitations—junior and senior (4-15 years) divisions combined. There will also be special awards for fastest qualifying time in each classification. All winning car engines will be measured by technical crew. All general rules and car specifications according to entrant's association will be respected, but engine specifications will have to adhere to above rules per classification. Entrants and spectators are urged to request lodging reservations early. The Las Vegas Quarter Midget Association has set themselves up to assist in any way whatsoever—for information write: Tally Byars, 525 South 11th Street, Las Vegas, Nevada. Phone: Dudley 4-3260 (day); Dudley 4-4261 (night).

WELD

BRAZE

CUT

SOLDER

4 WAY

\$14.75

WELDER

Acclaimed by thousands of stock, hot rod and customizing enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. Order today on 10 day money back guarantee.

Literature on larger equipment on request

FOUR-WAY WELDER COMPANY

1810 S. Federal St., Chicago 16, Ill., Dept. F64D

MIDGET BODIES 1/4 & MICROS

MOLDED FIBERGLASS

For Particulars Write Dept. CC-2

WABASH INDUSTRIES, INC.

324 BUSH LANE, TERRE HAUTE, INDIANA

MAKE MORE MONEY IN

AUTO MECHANICS AND DIESEL

You are needed in auto garages, airplane factories, farm shops, experimental and government labs, wherever cars, engines, and trucks are repaired and serviced. National Schools Shop Method Training prepares you at home, in spare time, for these fascinating opportunities. You get everything you need, including lessons, diagrams, manuals, consultation privileges, graduate employment service. Low tuition; pay as you learn.



YOU GET AND KEEP ALL THIS EQUIPMENT



NATIONAL SCHOOLS

LOS ANGELES 37, CALIFORNIA

**NATIONAL SCHOOLS, DEPT. 481E-48
4000 S. FIGUEROA ST., LOS ANGELES 37, CALIF.**

Rush free Auto Diesel "Opportunity" Book and sample lesson. No salesman will call.

NAME _____ AGE _____
ADDRESS _____
CITY _____ ZONE _____ STATE _____

☐ Check if interested ONLY in Resident Training at Los Angeles.
VETERANS: Give date of Discharge _____



CUSTOM QUERIES

**George
Cerny**
CERNY'S BODY SHOP

GRILLE SWITCH

Dear George:

I have a '52 Plymouth and I would like to put a custom grille in it. I like the looks of the '55 or '56 DeSoto grille and was wondering if either one of them would fit without too much reworking? Is there a company that makes custom grilles that would fit my car? If you know of any other ways or have any suggestions, I'll be very happy to hear them. Keep up the good work.

— Ken Zentner
Falls City, Nebraska

Either the '55 or '56 DeSoto grille can be adapted to your car without too much reworking. I don't know of any company that manufactures custom grilles for this particular model.



AT THE NATIONAL CHAMPIONSHIP RACE, PHOENIX, ARIZONA, DECEMBER 28 TO 29, 1957, EVANS EQUIPPED CARS ESTABLISHED TWO NEW NATIONAL RECORDS. A. GAS CLASS CAR NO. 98, OWNED BY TALLY BYERS AND DRIVEN BY MORTY SCHIENBAUM TURNED FAST TIME OF 7.39 SECONDS. AA. FUEL CLASS CAR NO 6X OWNED BY DON PECK AND DRIVEN BY RONNIE MADISON TURNED FAST TIME OF 7.22 SECONDS.

TWO-FOLD TROUBLE

Dear George:

I own a '53 Buick Special and have a two-fold problem. First will a pair of '55 Buick taillights fit evenly with the top of the fender and secondly, how can I lower the back end of my car since it has coil springs?

— John Mateybo
Calumet City, Illinois

Yes, John, the '55 Buick taillights will fit fine in your fenders. There are a few different ways to lower the back end of your car. One way is to heat the coils but I do not recommend this way. Another is to cut out one coil from each spring. Still another is to cut into the trunk floor and raise the spring mounts up into the trunk. This requires a lot of cutting and welding and if you plan to use this method I would suggest taking it to a reputable body shop.

CHANGE BARS?

Dear George:

I would like to moderately alter the grille on my '49 Chev. Therefore, would it be possible to install a '54 Pontiac grille bar in place of the plain bar in the Chev grille? If so, how much alteration would be required? If you have a better suggestion, please let me know about it.

— G. L. Ready
Pueblo, Colorado

A simple way to accomplish this modification is to cut the ends off the Pontiac grille and place it over the Chevy grille bar. Then you drill small holes in the ends and metal screw them together.



GAS CLASS
1st. 2nd. 3rd and 4th
FAST TIMES
FUEL CLASS
1st and 2nd fast time

Evans Racing Equipment

365 G Street • CC4 • San Bernardino, Calif.

CAR CRAFT

IN THE DARK

Dear George:

I recently shaved the deck lid on my '48 Chev, including the license plate. I would like to mount it on the back bumper but I don't know where to put the license plate lights. Could you tell me what kind of lights to use and how to hook them up to the rear bumper? Can this job be done at home or should I take it to a shop?

— Tom Bonalanza
San Mateo, Calif.

Well Tom, I would use the old standby — the '49-'50 Chev front license plate guard. A light bar set-up can be purchased at almost any auto accessory store. This is a very simple job and shouldn't give you any trouble at all.

CAD CONVERSION

Dear George:

I own a '53 Cad conv and have several ideas about changing its appearance. First I want to install a '55 Cad grille, to replace the original. Can this be done without too much alteration? Secondly, I would like to put '55 Eldorado fins on the rear. I know this entails a lot of work, but my problem right now is where to locate these fins and what they will cost? If you have any suggestions, they would be greatly appreciated.

— Robert Witkoff
Flushing, New York

The installation of the '55 Cad grille shouldn't give you any trouble, Bob. As for the fins, I think the best solution to your problem would be to build your own from sheet metal.

RAMCOTE
FLEXIBLE FINISHES
Restores — Colors
Protects Leather,
Leatherette and
Vinyl Plastic

Won't chip or peel. Water-proof — fadeproof. Use on Luggage, Sports Equipment, Lounge Chairs, etc. See your local dealer or write for FREE information and color chart.

RAMCOTE PRODUCTS
1141 W. 69th St.
Chicago 21, Ill. Dept. C.C.

Is your leather or plastic upholstery faded or worn? RamCote restores the original color and texture to your car's upholstery. You can change color, too! Available in eleven standard colors and clear. Any shade obtainable by inter-mixing colors. Easily applied, brush or spray.



WANTED

MEN AND WOMEN

\$\$\$GROW MUSHROOMS. Cellar, shed. Spare, full time, year round. We pay \$3.50 lb. dried. We have 25,000 customers. FREE BOOK. Washington Mushroom Ins. Dept. 281 — 2954 Admiral Way, Seattle. Wash.

EASTERN H. Q.



for

**1/4 Midgets
and Parts**

Write for
INFORMATION
10:

CALIFORNIA SPEED & SPORT
298 Jersey Ave., New Brunswick, N.J. • Klimer 5-6311

DO-IT-YOURSELF STRIPING KIT



A New and Easy Method for Striping Your Car. Designed Specifically for the "Do It Yourself Fan". Reg. Kit Includes: Easy Instructions, Illustrations, Patterns, Pro. Brush, Ready-Mixed Striping Paint. Specify 1 Color: White, Black, Red \$3.00
Kit #2 (Reg. Kit Plus 2 Extra Colors) 5.00
Kit #3 (Reg. Kit Plus 14 Special Patterns: Eyeballs, Skulls, Spider Webs, Dragons) 6.00
Kit #4 (Reg. Kit Plus 3 Colors, Spec. Patterns) 8.00

Vent Striping Kit
1509 N. SAN FERNANDO • DEPT. CC-4 • BURBANK, CALIF.

APRIL, 1958

CUSTOM QUERIES

Continued

LOWERING

Dear George:

I am planning on doing a little customizing on my '56 Ford Victoria and I need some advice as to lowering it. I would like to lower the front about $2\frac{1}{2}$ " and the rear about 3". People who I have questioned, have advised me to use steel lowering blocks for the rear, but could not advise me as to what to use on the front. I have heard that lowering the front end will effect roadability and steering. I would certainly appreciate it if you could straighten me out on this and give me some hints on what to do and use?

— John E. Limeburner
Washington, D. C.

There are many ways to lower the front end of your car, John. The easiest and most inexpensive way is to cut one coil out of each spring. This will drop it approximately $2\frac{1}{2}$ " and will improve the roadability and will not effect the steering noticeably. Be sure and have the front end realigned after making any modifications.

the RESULTS are in...

Solt equipped engines placed as fellows at the 1/4 Midget Championship Races in Phoenix:

CLASS B MODIFIED

SR. MAIN: 1st place

SR. SEMI-MAIN:

1st and 2nd places

CLASS B MODIFIED

SR. MAIN: 1st place

SR. SEMI-MAIN:

1st & 2nd places

CLASS A GAS MAIN: 2nd place

CLASS AA FUEL MAIN:

1st and 2nd places



1/4 MIDGET ENGINES

— CUSTOM MODIFICATIONS —

Largest Manufacturers of Parts and Accessories
in the United States for

CONTINENTAL AU7R ENGINES

WE MANUFACTURE THE FOLLOWING ACCESSORIES:

- Heavy Duty Ball Bearing Gear Box
- Oil Pump
- Oil Sump
- Duplex Ball Bearing Adaptor (Flywheel side)
- Marvel Downdraft Carburetor and Manifold
- Valve Kits (Oversize) Guides, Keepers, etc.
- Racing Connecting Rod H.T. Steel Bolts
- Balanced Crankshafts
- Racing Pistons — Rings and Pins
- Distributors
- Batteries, Coils and Condensers
- And Many Other Items

AUTHORIZED CONTINENTAL SALES AND SERVICE

See your local dealer or send 25 cents for illustrated brochure.



SOLT ENGINES

5926 NOBLE AVENUE VAN NUYS, CALIF.
STANLEY 3-1883 STATE 5-5464

TAILLIGHT TROUBLE

Dear George:

I have a '56 Chev 4-door hard-top. I like it's styling, except for the taillights. Around my way there aren't many customs but I did see a car just like mine with '56 Plymouth taillights. I liked the idea, but would like to know what modifications must be made for it? Also, what can I do about my back-up lights?

— Joe D'Arcangelo
Bellaire, N. Y.

The modification you speak of entails extensive metal work and unless you are quite experienced in this sort of work, I would suggest you take it to a good body shop. As for the back-up lights, I would use ones from the '56 Plymouth.

FLAT HOOD FOR '57 CHEV

Dear George:

I have a '57 Chev and wish to restyle the hood. I want a flat hood so I can louver it. I have heard that a Canadian Pontiac hood will fit on my Chevy. If this is true, could you tell me where I can get one and approximately how much it will cost? If not, I'm open to any suggestions you may have. Your help will be greatly appreciated.

— Bill Toftidehl
Junction City, Oregon

I have not had any experience with the Canadian Pontiacs, Bill. I would suggest trying your local Pontiac dealer. He may be able to give you the details you need. If this hood doesn't fit, your next best bet would be to fill in your stock hood.

COMING ATTRACTION

Miss Betty Ann Mott, appealing Monterey Park, California, cutie, graces the front seat of a late Chevrolet convertible to remind you that your next CAR CRAFT will feature a round-up of the latest in what's exotic and exciting in custom interiors. From plaids to plaids, and everything in between, will be the theme — see you in the May CAR CRAFT!

ike
und
did
uth
to
for
up

ive
eri-
ou
up
th.

he
it.
od
ld
xi-
'm
ur

a-
ng
to
ed
fill

FT



GROWING with - Grant PISTON RINGS

NOLAN WRIGHT, 22 years a Grant Piston Ring Distributor in San Diego County, California.

Answers the question: Why do I like to sell GRANT PISTON RINGS?

"This is a wonderful product... Its uniform results are assured... we do a tremendous business in engine rebuilding and find Grants very easy to install and to place in the cylinders. The machine work on your rings is accurate... and we like the strong customer relationship we have built up with Grant Rings.

Of the many Grant men I've talked to, the mechanic-consensus is: 'I know I won't have a disappointed customer with Grants and they can expect sensational performance right at the start... Many of our customers have reported 50, 60, 70 and even more thousands of miles of service from a set of Grant Piston Rings.'



Shown below: Nolan Wright's four modern locations; all users of Grant Piston Rings.



THE GRANT PISTON RING COMBINATION



1. Careful side-sealing of this Top Compression ring, with its special "dishing" action builds and holds power.
2. Grants' double oil-carrying second Compression ring maintains an even distribution of oil on cylinder walls and doubly insures compression sealing.
3. Grants' great oil carrying ring controls excess oil due to a unique dove-tailed design. It's long been used to gain drag-free liveliness and to correct sluggish engine conditions.



JIM CULBERT, San Diego customer of Nolan Wright. In automotive repair business since 1952, with a reputation for rebuilding unusually well-constructed, capable cars, establishes terrific dirt-track records at El Mirage, at 199.55 mph from a standing start and 205.011 mph top speed — probably the fastest ever achieved on dirt. Culbert uses a Chrysler V8 power plant, with individual drives to the rear wheels through a U-joint coupling on a torque tube type of axle housing—so when one wheel is deflected the other is not affected.

ATTENTION

JOBBERS:

If you want to improve your customer satisfaction and enjoy a longer immediate profit situation yourself, we'd like to hear from you soon. Write on your letterhead.

Grant

PISTON RINGS

241 N. Westmoreland Ave., Los Angeles 4, Calif.



GRANT "T" SHIRT

\$1.50 each, postpaid

Offer Good in U.S.A. Only

Grant and Grant, 241 N. Westmoreland Ave., Los Angeles 4, Calif.

Gentlemen: Send me _____ Grant "T" Shirts.

Check quantities and sizes below: \$1.50 each, ppd.

Small ☐ Medium ☐ Large ☐ Ex. Large ☐

NAME _____

ADDRESS _____

CITY _____

STATE _____

